

HUSKY 250CR-BETTER THAN EVER?

MOTOCROSS ACTION MAGAZINE

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APRIL 1976 \$1.00

MARTY SMITH

MOTOCROSS ACTION MAGAZINE RIDER OF THE YEAR

TRANS-AMA:

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You have enough answers on this page to enter the "HODAKA TRAIL TO FUN" contest.

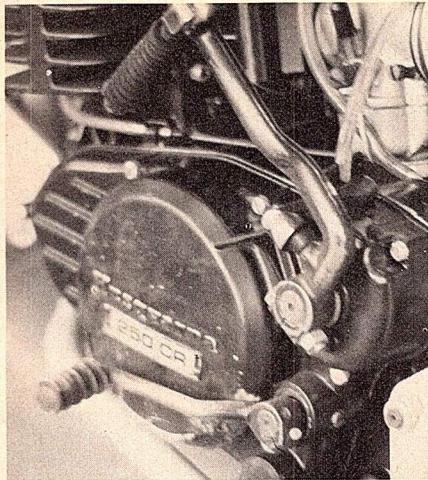
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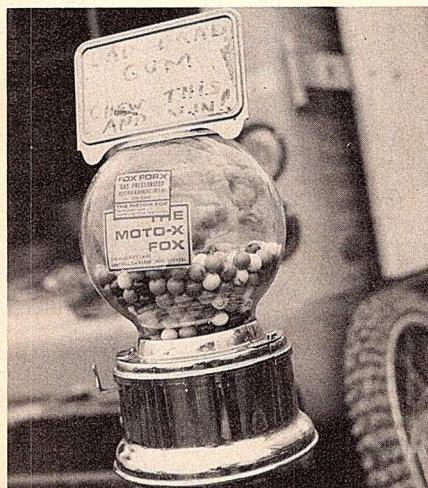
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MOTOCROSS ACTION

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NUMBER FOUR
APRIL 1976

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HUSKY 250CR-BETTER THAN EVER?

MOTOCROSS ACTION

MARTY SMITH
MOTOCROSS ACTION MAGAZINE RIDER OF THE YEAR

TRANS-AMA:
PUYALLUP
LIVERMORE
SADDLEBACK
MX HUSTLERS
TRICK BIKES &
BIKE TRICKS



Rider of the Year Marty Smith. Photos by Dick Miller and Paul Boudreau.

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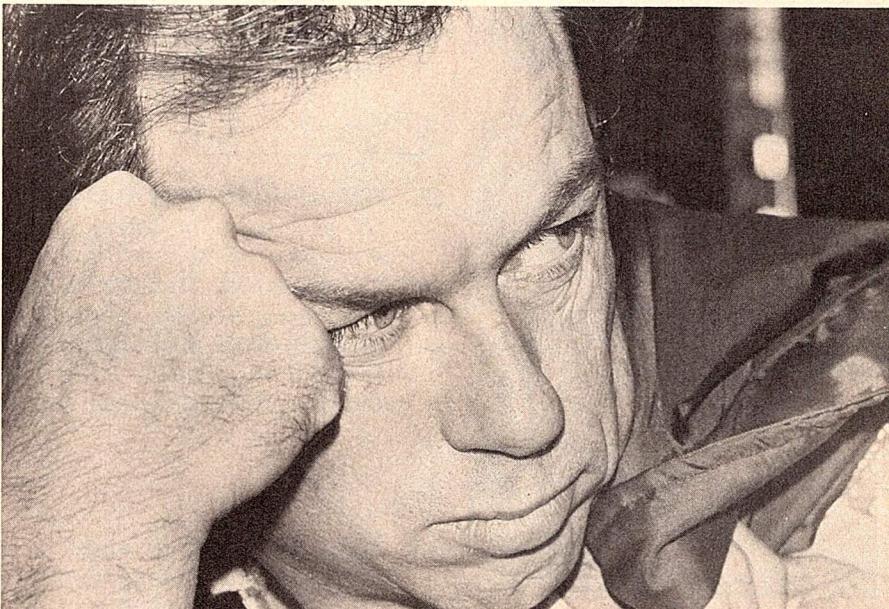
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ON THE MAIN JET

By DICK MILLER



If or when you get hurt on a motorcycle you usually go or get taken to a doctor. A reasonable expectation, right? Well, what if there are no doctors to go or be taken to? Such is the case, at this time, in Southern California. At least there are no doctors available that a motorcyclist usually uses — mainly an orthopedist.

The reason for this situation is the term "malpractice." It's a word that strikes terror into the hearts of practicing doctors, in essence meaning exactly what it says. If a doctor makes a mistake, or his work, for whatever reason, is unsuitable to his patient, he can be sued and, more frequently than not, is.

To alleviate his dilemma, he must take out malpractice insurance. However, because of the high, sometimes extremely high, awards imposed by juries and judges in these cases, there has been established new thinking on the subject by malpractice insurance companies, and the action taken has been the imposition of exorbitant rate increases. You'd think that most

doctors could handle a high insurance premium, but in this case many of them can't — and wouldn't if they could.

I agree with much of their thinking. If I were in their position, making \$50,000 a year and having to fork out \$35,000 for insurance, I'm sure I'd do some heavy soul searching. You probably would too. In any event, most of the doctors in this predicament have opted to quit practicing medicine until the insurance situation is made more reasonable. I could say all of the doctors have taken this course of action, but I'm not sure that's correct. What I am sure of is the fact that I can't find one in this area, and that makes it serious enough for me.

I believe, maybe mistakenly, that these doctors have a pact or conspiracy, if you will, on this course of action, and are content to wait for an indefinite period of time in order for their grievances to be corrected. Obviously, their profession has enabled many of them to live comfortably for a long stretch of time without any income. This

same thinking has led to the exorbitant awards imposed against them in legal actions, and is, I believe, the crux of the problem. If you fall into this category of thought, then you're part of the problem, or potential problem, too.

I'm so fed up with people suing each other in this country that I can't see straight. Next door neighbors, best friends, husbands and wives, fellow employees — you name it, any of them will sue you if the opportunity arises, no matter whether the cause is just or not. The potential monetary rewards make enemies of people who were once very close. How much is a friend worth? You can always find another.

But let's adjust my thinking back a bit. There are reasons or occurrences that substantiate malpractice by some doctors. In my case, I have had work performed on me by incompetent doctors, and have had excellent treatment by others.

I'm one of those persons who rarely gets sick. I usually break bones, and therefore have had a lot of experience with orthopedists. Right up front I'll give you my feelings regarding a motorcycle rider or racer's position when in need of such doctors. Don't tell them, or in any way give the appearance, that you got hurt on a motorcycle. My experience in this regard is extensive.

Example: In 1970 I was racing a European Scrambles, which is basically a long motocross. It was one of the last races of the year and a lot of riders who don't ordinarily show up were there to try for some extra points to better their number for the following year. At this time, in District 37, if you didn't have a number and weren't graded accordingly, they put you in the Expert class with a pie plate number.

On this occasion, we were about 45 minutes into the one-hour race and I was having a battle with Whitey Martino for third place. He wanted it and I had it. There were several hundred riders on the course, and we had been lapping the slower ones for quite a while. On a particularly long straightaway with sandy whoops we were traveling in excess of 70 mph. As I came up, a rider in front of me lost control of his new 400 Husky and ended just as I

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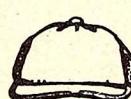
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by Paul Boudreau

Once a year, whether it needs it or not, I clean out my toolbox. This time I was going to put it off for another month, but a few things happened to change my mind. First, the little kid next door decided to use my wrench drawer for a Jell-O mold which, you know, makes the old Craftsmans kinda sticky. That wasn't too bad, but then my girlfriend Gracie borrowed a pair of channel locks to defrost her refrigerator and left the box open and Fido dropped a doggie stink in it. (No, I didn't question why she needed the channel locks to defrost her refrigerator. I try not to question Gracie too much at all. Example: "What are we having for dinner, Gracie?" "Well, it's like crab but it's more red." "Lobster?" "No, spaghetti!")

At any rate, dog poo corrodes the heck out of flywheel pullers. But I gave it the old cure-all: A 13-second sustained blast of WD-40 which thoroughly soaks all toolbox items. That should've delayed the annual laundering of the utensils indefinitely, but then Pete Maly had to go and make one of his patented Pete Maly pit entrances.

If you check the sign-up sheet of Indian Dunes or Saddleback on test day, you'll more than likely find my name first. I like to get an early start. Kerley boogies in a little later,

because he's conscientious about being on time. An hour or so after that, Miller and Baker show up. Dick usually has some excuse like he had to see his lawyer about a lawsuit or something. Maly likes to sleep late on weekdays, so by the time he shows up my toolbox is wide open tending to the needs of my colleagues' machines which are normally in the final stages of fatal *nofixum fallapartus*.



What Maly lacks in punctuality he makes up for with flourishing frippery. His arrival is heralded by the thunder of his potent Coast Moto Cycles Dodge Maxi in a full-lock cross-up coming through the pit gate. Spotting our little group of mini trucks parked at the far end of the paddock, he clicks it down into low and buries the throttle, sending even the most callous pit racers scurrying for cover. By this time we all know what's coming but it's too late to do anything about it.

He bears down on us grinning wildly from between his headphones, waiting till the last possible instant before pulling the E-brake. The entire staff of MOTOCROSS ACTION Magazine then gets inundated by a tidal wave of rocks, cigarette butts, aluminum pop tops and good old California adobe. For my open toolbox, the world comes to an end. What was just a sticky

minglement of grease, dog pod, Jell-O and WD-40 becomes a gooey lump of walnut brownie batter.

Cleaning out a toolbox is more of a spiritual trip than anything else. There was a lot of nostalgia in that old gray can. A rusty Schwinn coaster brake stuck in the mire conjures memories of delirious pedal fests across vacant lots in search of the ultimate brodie. A cruddy set of vice grips with its adjustment bolt missing brings to mind the day the handlebar bolts stripped out of a test bike and we had to make a quick fix with the vice grips hose-clamped to the fork tubes and a chain holding the bars in place. The bars would slip forward but they couldn't slip back. Gassing it was no problem, but landing off jumps was a little hairy.

Inside a 15mm deep socket that I never use was a titanium bolt swiped from Roy Turner's factory Honda toolbox. This particular one used to hold the seat on Pierre Karsmakers' RC400 Honda. Now that's a class heist, considering Honda team manager Dennis Blanton hasn't let anyone near the bikes since we published those secret photos last year.

Maybe that explains what happened the morning of the Michigan Trans-AMA. Pierre had flown in with a Kawasaki cylinder head as a favor for Gary Semics. He gave it to me to deliver since I was sure to drop by the Kawasaki pits before the race. When Dennis saw me leaving the Honda team truck with a camera in one hand and a cylinder head that looked very much like one from a Honda RC400 in the other, his temples turned purple and he snapped his clipboard in half.

There's a bunch of rug rats living in my neighborhood, so amongst my screwdrivers were things like a Winnie-the-Pooh Weebles, a bionic support module off a Six Million Dollar Man, a Snorkeldorf, a couple of Fred Flintstone Vita-yums and a Life Saver candy that actually sparkles when you chew it in the dark.

Hose clamps. What a collection of hose clamps. I figure if you can't fix it with hose clamps, duct tape or Silicone Seal, then it's truly broken beyond repair and you might as well throw it away. Unless your tube of Silicone Seal breaks open in your toolbox. Then you might as well

throw your toolbox away.

You never know how many sticky old candy bar wrappers you've tossed in your toolbox until you have to peel them off your Allen wrenches. Some, like a Captain Nemo Cola Bar and a Venusian Rocket Crunch, I'd never even heard of. Adding substance to the bottom sludge was a fine complement of smashed Oreos.

Nestled lovingly between my Triumph valve adjusting mini-wrench and the compensating spring off an old DiffBrake was my dearly departed parakeet's leg band. Odd Rolf was a fine old bird. He was the only parakeet in the world who could say "Husqvarna" with a proper Swedish accent. He finally succumbed when one of my hippie friends stuck some dope seeds in his bird suet. I found Odd Rolf that night slumped over the phone. He had tried to call for help but shouting "Hooskavarna! Hooskavarna!" into the phone just didn't alarm anybody.

At any rate, with time and patience I finally got my toolbox straightened out. Everything was clean and the wrenches were all in the right bin and the sockets were lined up in order in the proper slot. The next day at Indian Dunes I was so proud of my fumigated repository that I left it open for the rest of the staff to ooh and aah over while I went to the port-a-can. "Happiness is a sano toolbox," I thought, sitting there on the cold latrine quite content, thumbing through an old J.C. Whitney catalog, until my complacence was shattered by the thunder of Pete Maly's Dodge Maxi coming sideways through the pit gate.

III

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DIRT

By Holbert Holquist

LO SENTIMOS MUCHO

In the race report "Mexico's Gran Premio de la Amistad," which was published in the January, 1976, issue of MOTOCROSS ACTION, statements were made that were misleading or untrue.

In the article it was reported that the Carabela factory painted 125 YZ Yamahas and Maico 250s in the gray and red Carabela colors, and represented them as motorcycles manufactured by the Carabela factory in Mexico.

It now appears that the identities of these machines were not altered by Carabela, nor were they ridden by Carabela team riders. Individuals at the race apparently misrepresented themselves as being sponsored by Carabela, thus giving false information to our reporter. Various cultural and language differences also contributed to the gap in communication.

The article also inferred that the Carabela factory does not have a Research and Development department, or at least gave the impression that Carabela R&D is inept or uses questionable methods. In fact, Carabela maintains and supports an active R&D program.

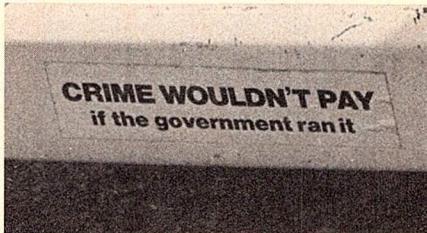
MOTOCROSS ACTION regrets any untruths or misleading inferences which were printed in the article, and further regrets any discomfiture they may have caused the Carabela factory.

Next time, Carabela, the tequila is on us.

Dick Miller
Editor

accounts for the great number of retirements among world class riders over the winter. It also explains why there are relatively few new faces in the Grand Prix classes. Most of the best-known young riders are now coming from either Eastern Europe, where a good rider can count on some form of state support, or from the U.S., where the factory teams have not been so drastically cut back. Meanwhile, even Europe's best established riders are having a hard time getting rides, so the younger "stars of tomorrow" don't have much chance.

* * *



* * *

Mark Blackwell is heading up U.S. Suzuki's new rider training program, and will be the head of a training center in the style of Rolf Tibblin's former Husqvarna Training Center. Mark used to work for Rolf during the off-racing months, and is well qualified to train — besides still being a competent racer. If you need info I suggest you contact your local Suzuki dealer, as he'll probably know the particulars by the time you read this.

* * *

Did you ever stop to think that with Heikki Mikkola campaigning the 250cc class for Husky this year, Brad Lackey is now the captain of the 500cc Husqvarna team? Wonder if he's learned any Swedish yet?

* * *

They've stuck it to old Holbert again. No sooner had I said that Jim Weinert would be back with Yamaha, than he wasn't. Why he won't be is murky, and seems to depend on who you're talking to and what time it is, but the words "contract dispute" keep cropping up. It looks as though Jim will be riding a Maico this year. Meanwhile, Bob Hannah has been definitely joined by DG Performance teammate Dan Turner at Yamaha, and Rick Burgett of Oregon will

probably sign on as well. A fast squad, but mighty young and inexperienced.

* * *

Can-Am distributors have a 20-minute film of last year's Superbowl to lend to any interested group. It's supposed to be a dynamite film, with lots of gory footage including the Smith, Staten and Velky get-offs in slow motion. Ouch! If your group is interested, your local Can-Am dealer should be able to work something out for you.

* * *

MXA's new Rider of the Year, Marty Smith, got to take a trip to Japan last January, mainly just so the folks at the home factory could take a peek at their brightest star. Marty wasn't slated to do any serious testing while in Japan, but chances are the factory people wanted to talk to him about what kind of support he thought would be needed for the seven 125 GPs he'll be racing in Europe this year.

* * *

WORLD CHAMPIONSHIP SCHEDULES

500cc

April 4	Switzerland
April 11	France
May 2	Italy
May 9	Austria
May 16	Sweden
May 23	Finland
June 13	West Germany
June 20	U.S.A.
June 27	Canada
July 4	Great Britain
August 1	Belgium
August 8	Luxembourg

250cc

April 4	Spain
April 25	Belgium
May 2	Czechoslovakia
May 9	Poland
May 16	Russia
May 23	Yugoslavia
May 30	Italy
June 13	France
June 20	Great Britain
June 27	West Germany
August 8	Netherlands
August 15	Sweden

125cc

April 4	Austria
April 11	Italy
May 2	Great Britain
May 30	Belgium
June 7	Denmark
June 13	Finland
June 20	Czechoslovakia
June 27	France
July 11	U.S.A.
August 8	West Germany
August 15	Spain
August 22	Switzerland

* * *

Willi Bauer, whose contract with Suzuki was not renewed, and Jaak van Velthoven, who lost his ride when Yamaha withdrew from European racing, have signed to campaign the Grand Prix open class for KTM. 1973 250 World Champion Hakan Andersson will contest that class for Montesa this year, after also being dumped in the

* * *

The wolves are howling in Sweden. Lars Larsson recently received a distressing letter from Torsten Hallman, in which Torsten said that Sweden has just passed a law outlawing all off-road motorcycle riding on public lands.

* * *

And I thought there were another eight years to go before 1984.

* * *

Rides are scarce in Europe this year, which at least partially

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Yamaha pullout. As for Ake Jonsson, the best guess is that he will go back to the Maico marque on which he almost won the championship in 1972.

* * *

We often hear the comment, "We don't care how they do it in California," or see the bumper sticker with the same slogan. One thing's for sure, California does do a lot of things differently than most states. This recent editorial from one of the world's largest and most powerful newspapers, *The Los Angeles Times*, shows you where we're at, and proud of it!

SAVE CYCLISTS FROM THEMSELVES?

Just so there won't be any misunderstanding, we think helmets make sense for those who ride motorcycles. The evidence of injuries, including whiplash and spinal trauma, caused by helmets does not outweigh the evidence of enhanced safety made possible by helmets.

But to require the wearing of helmets is to go too far. The California Highway Patrol and the police have enough to do without being forced to save cyclists from their own foolishness. And it is all the more officious for the U.S. Department of Transportation to threaten California with a cutoff of \$50 million in highway safety and construction funds unless the state enacts a mandatory helmet law.

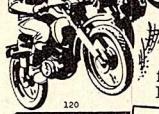
California has chosen to channel its motorcycle-safety efforts into an educational program, with the result that a significant majority of the state's cyclists have the good sense to wear helmets and the motorcycle death rate is lower than in some states with mandatory helmet laws.

There has to be some limit to government intervention. In the matter of road safety, that limit appears to be at the point of making the universal use of safety devices mandatory.

We have argued in favor of automobile seat belts, but have considered it unwise to try to force the unwilling with such devices as the ignition interlock.

We will continue to argue the merits of wearing helmets when operating motorcycles, but we don't think the police should be bothered with having to enforce the wearing of them.

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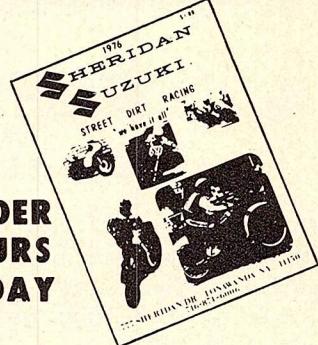
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"WHAT MEAN 'UM WFO?"

RIDER OF THE YEAR

Dear MXA:

I think Rex Staten should be Rider of the Year because he can cross up bitchen and it looks real tough.

Eric Armstrong
Bakersfield, California

Dear MXA:

I think Roger DeCoster should be Rider of the Year so he can get another mini-truck and make bookends out of them.

Ed Dalton
Freemont, New York

Dear MXA:

My vote for Rider of the Year goes to Billy Grossi because he's crazy.

Jan Billings
Ottertown, Michigan

Dear MXA:

Brad Lackey gets my vote for Rider of the Year because he roosted all over Gerrit Wolsink in the first moto of the USGP.

Dennis Hopkins
San Diego, California

MX Magazine:

I vote for Heikki Mikkola for ROY because R.D. got ROY when H.M. was World Champion so now H.M. is nowhere and R.D. is the champ. Are you following me?

Sid Grover
Melborne, Arkansas

MXA:

Jim Pomeroy should get Rider of

the Year because he rides a Bultaco.

Lester Parks
Lansing, Michigan

Moto X Axshun:

Tony DiStefano gets my vote for Rider of the Year because he won the National Championship and three Trans-AMA races without killing himself.

Peter MacIntosh
Iber, North Dakota

Denoun MXA:

Je movec mas Jimmy Weinert der flinne de voten "Rider of the Year" boken der lenten bas mit "big mouth." In verdiggenspot men flinne de voten "smartass."

Heidle Merkheimer
Snowaltenberg, K.D.

Dear MXA:

I vote for Marty Smith as Rider of the Year because he's got a nice bod.

Vicki Benson
Warwick, Rhode Island

(Give the lady a cigar, Baz. She wins. —ed.)

MORE EUROPEANS

Dear MXA:

I was very disappointed to see your lack of European GP coverage this year. What happened? Another thing. Why don't you guys give out free stickers like the other magazines? I sure hope your Trans-AMA coverage makes up for your European coverage.

Mike Milne
Granada Hills, California

(Are you finished? —ed.)

REPENT

Dear MXA:

Every time I read the mail section of your mag I notice that in half of the letters you call the people who wrote them stupid or you make fun of them. Repent!! Just because they're dumb, squid-faced and can't make it in society doesn't mean you have to make fun of them.

Ace Jones
Lincoln, Nebraska

(Oh yeah? Say something nasty to him, Baz. —ed.) (Yer teeth are dirty. —ass. ed.)

PHOTO EXHIBIT

Dear MXA:

We would like to invite your readers who are bikers and/or photographers (professional or amateur) to contact us regarding a super-special Photo Exhibit we are planning for the month of August, 1976. The show will be titled "Free Spirit" and we hope to present to the public the good side of biking, racing, trail riding, choppers, just messin' around — any pictures that capture the real joy of motorcycling. (There is no profit or sales involved here, only maybe some good PR.)

Please contact us as soon as possible for further information:

Barb and Jan Burgermyer
The Vista Gallery of
Contemporary Photography
164 S. Market Street
East Palestine, Ohio 44413

(I'm going to send in a picture of my kid's birthday party. —ed.) (I'm going to send in a picture from my trip to the San Diego Zoo. —mng. ed.) (I'm going to send in a picture of my Christmas tree. —ass. ed.)

MORE GILBERT FRUD

Dear MXA:

My sister and I are wondering if we could get a full-length poster of Gilbert Frud from your December "Whips" column. His charm and great taste in clothing have made us dedicated fans.

Two Frud Fans
Victoria, British Columbia

Dear MXA:

Gilbert Frud is great! He makes Gaylon Mosier look like a real pie-face.

Sally Withers
Jacksonville, Florida

Dear MXA:

After all those squirrelly pictures of Rich Eierstedt, Marty Smith and Brad Lackey, you finally rolled out the hot stuff with Gilbert Frud. More Frud!

Linda Wayne
Morristown, Pennsylvania

JUNK FOOD

My Main Man Bazzer:

We started to type this and were going WFO until the typewriter seized. The keys got tangled. We have been on your diet now for three weeks. Snickers and Doc and jelly rolls was sure a good idea for us

because it cut down on the cost of racing. We don't need Jofas because our teeth went south for the winter.

Blane Presley and Danny Symms
(No address given)

JUSTICE FOR HSMX

Dear Sirs:

I, along with a lot of other guys, would appreciate it if you pack of turkeys would knock off the cute little comments about high school MXers. Comments like, "The high schoolers hung around the pits like a bunch of horny chimpanzees" are not only demoralizing, but insulting.

The Berg
Clint, Texas

(OK, OK. We're sorry we called you horny. —ed.)

MOTOCROSSWORD

Dear MXA:

How about publishing the enclosed motocrossword puzzle and sending me a bag of money?

Terry Davison
Royal Oak, Michigan

(You would've had better luck if you had sent us a bag of money with your crummy puzzle. —ed.)

Deer Bazzer:

My mommy says I can't have any more candy and I'm not suppose to take any more rides in your truck. And if you don't stop hanging around the school playground, the principal is going to call a policeman.

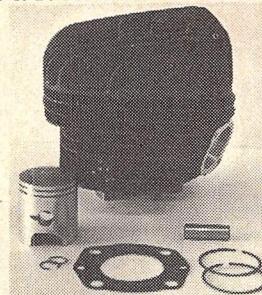
Sincerely,
Janie Sue

Dear MXA:

I am sorry for bother you. I live in Porto Alegre and I like motocross so much, I have many friends who make motocross in Brazil. I know the United States and I like the American people. I want make many friends. The MXA published at page 15 "Whips." It tell us about Lori Payne's life. Please send me the address of Miss Lori Payne if you could do this favor to me?

Ronaldo Costa Dias
Porto Alegre, Brazil

(I know your game, Ronaldo. You're just like all the other snakes who read this magazine. —ass. ed.)



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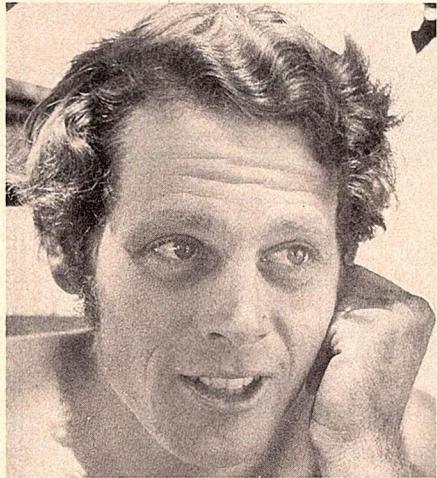
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WING NUT

by Al Baker



Wrench Wracing's Ardimos Mierstedt has taken an indefinite leave of absence from MXA in order to open up a combined competition shop and rhino horn processing plant on New Caledonia. In his place, Al Baker, MXA's long-time test rider and owner/operator of Al Baker Racing, will be writing "Wing Nut." You can address your questions to Al in care of the magazine.

SHOCKS

I have a Yamaha YZ125B with Thermal-Flow shocks, and I want to lay them down. I've seen them in magazines that way, and they look all right. But I was told to go to a Koni or a Boge shock instead. Will the Thermal-Flow shocks work OK, or will I have to buy the others?

Scott Bulava
Round Lake, Illinois

Laying down a conventional shock causes problems. Conventional shocks have an air/oil combination and are designed to be mounted in the stock position. If you lay down an air/oil shock, the oil will mix with the air, causing aeration. This will result in severe damping fade. Boge, Koni and Thermal-Flow shocks are all air/oil shocks, and all will experience this difficulty. While not metaphysical,

it is still crucial. I recommend that you use Girling gas shocks (the light damping ones with the 70-pound springs), or the new S&W stroker with 80-pound springs.

AND MORE SHOCKS

I have a 125 Elsinore with a Red Line swingarm and Boge shocks. The top shock mount is in the stock position, and the bottom mount is moved forward. This means that the shocks are vertical. With this setup I now get five inches of travel. I plan on moving the top mount forward about four inches and installing shorter shocks, but I find that there is quite a variance in actual shock travel. What 12-inch shock currently on the market offers the most travel?

Edwin David
Montreal, Quebec, Canada

Keep in mind that the further the distance between the rear axle and the bottom shock mount, the longer the travel you will get at the rear wheel. Which is what it's all about, unless you're looking for salvation. Lengthening travel by moving the top shock mount necessitates moving it (the mount) approximately twice the distance you would have to move the bottom mount to receive the same benefit. Also — it is very important that you realize that once you have laid the shock down at an angle of over 50 degrees, it is necessary to use a gas shock. I feel that the best shock currently available for long-travel rear suspensions is the new S&W stroker shock, which features a Freon cell instead of nitrogen. The S&W offers 4-1/4 inches of travel. This will increase your axle travel by 1-3/4 inches, and give you approximately 6-1/4 inches to 7 inches of total travel, meaning you won't need to make the top mount modification.

FOURS FOREVER

While in the Army in Germany I picked up a 250 BSA Victor and a 250 Triumph Trail Blazer. Both bikes run very well, and I'd like to know the name and address of someone who would have the best ideas on how to set them up for competitive motocross.

Lee Gross
APO New York

You may be in on the latest hot trend, Lee. Four-strokes seem to be staging a comeback. Some of the

trickest four-stroke racing machines around come from the world-famous Jim Hunter. Write Jim Hunter Motorcycles, 1140 South Cypress, La Habra, California; (714) 525-1504. Good luck.

CHAINS

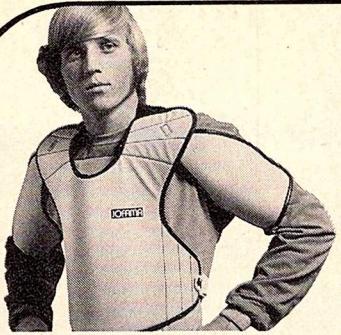
A few months back MOTOCROSS ACTION did an article on proper chain adjustment. I've had a problem with my chain and sprocket ever since I moved my lower shock mounts forward. I followed the instructions in the article, but I keep throwing chains and wearing out sprockets. Help!

Roger De Railer
Bellingham, Washington

Four important factors must be considered when riding in rough terrain, especially if your bike has been modified with a long-travel rear suspension. First, your chain gets tighter, then looser, since your swingarm pivot has a longer distance to travel. Yet the chain must always be in a straight line. A strong, narrow chain guide, or a properly designed chain tensioner, is mandatory with an LTS setup. Second, the chain and both sprockets must be in good condition if they are to be dependable. Check the chain rollers, the configuration of the sprocket teeth (as compared to new) and the play of the chain itself. Extremely worn parts must be replaced immediately. Third, check for a bent swingarm — a common occurrence with LTS systems. Fourth, average swingarm bushings have an excessive wear factor, due to the greater pivot action in LTS systems.

When bushings wear out, the swingarm will cock to one side or the other when power is applied. (Worn bushings can easily be felt by placing one hand at the top shock mount and the other on top of the rear wheel. Rapidly push and pull the wheel. More than a half-inch of movement means that you have worn bushings.) As this problem worsens, the sprocket wears and the chain derails. If this is your problem, replace your bushings with accessory items designed for rough use. I've had success with a new space-age self-lubricating material which I now make all my bushings of. Your local Honda dealer should be able to order them for you. If not, write to me at 15174 Raymer St., Van Nuys, California 91405.

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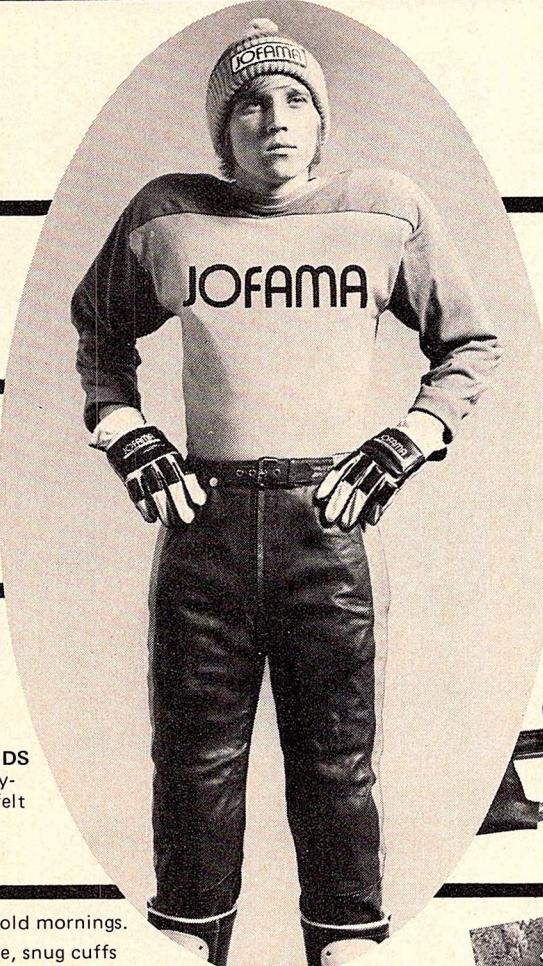
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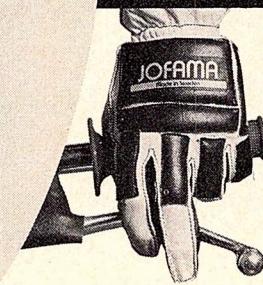
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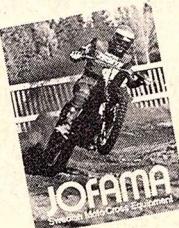
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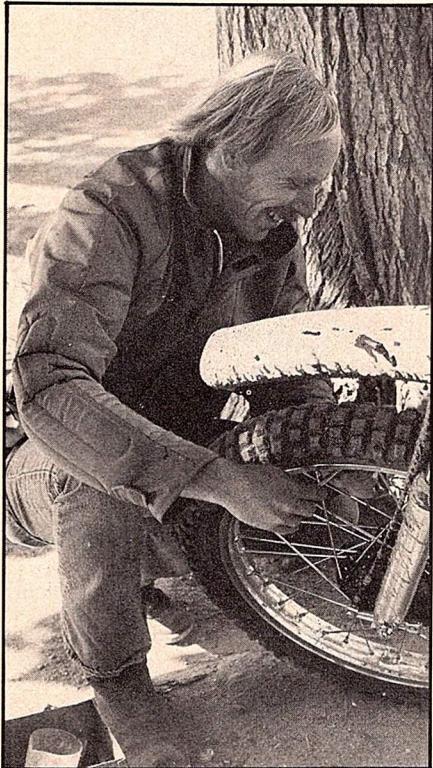
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WHIPS

Little things about people who make motocross neat

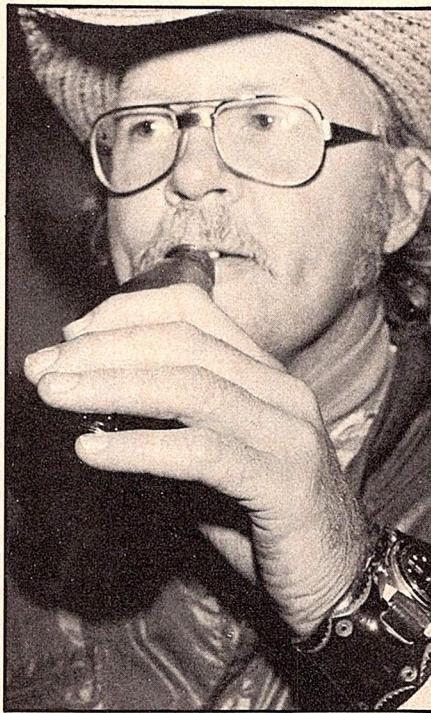
BUD PARKER



Officially, Bud's title at Yamaha International is Supervisor of Testing. And that says it all. Bud is the guy who handles all the liaison aspects of magazine testing for Yamaha, from making sure the bikes are set up right, to showing up along with the new model on the first day of testing to make sure that the editorial squirrels realize that it's down for low. And he's good at his job, too. Bud has been with Yamaha for close to two years now, and the management of Yamaha's testing program has improved noticeably over that period of time. That's probably no coincidence.

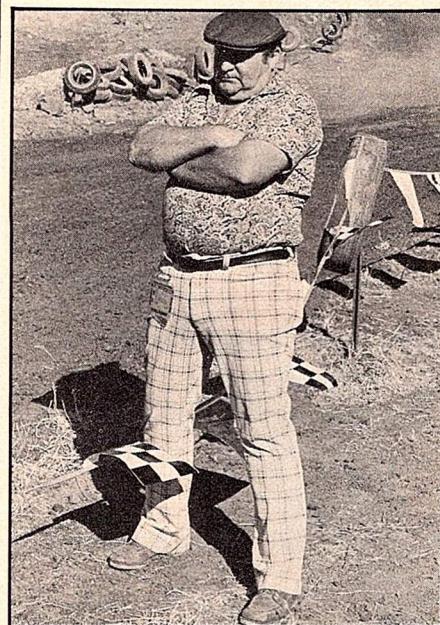
Bud is also the man responsible for prototype testing at Yamaha, and as such has a lot to do with the Yamaha new models which eventually show up on the streets and tracks every year. His job is to recommend changes which should be made on the prototypes prior to the line's release to the consumer. Currently, he's working on getting the bugs out of Yamaha's new air fork system. Good luck, Bud.

DON McGEE



Affectionately known to the motocross crowd as "McGoggle," McGee is a welcome addition to just about every major motocross event in this country. He's the chief representative and goodwill ambassador for Scott, the ubiquitous goggle manufacturer. He gets into everything. At the races you can find him scurrying around the pits making sure all the racers (and magazine editors) have enough goggles, lenses and tear-offs. But it's not all work for McGoggle. He's also extremely active in motocross's extracurricular racing, the Minibike Grand Prix. At the Mid-Ohio Trans-AMA MBGP he appointed himself in charge of track preparation, expertly positioning the required two oil drums and then tending to the watering chores with a six-pack of Olympia. Exchanging his organizer's hat for a helmet, he distinguished himself and his mother company, Scott USA, by finishing third to Jim Gianatsis in the Livermore Celebrity MBGP behind a stumbling Dick Miller. Say "High" to Don McGoggle. He's one of the good guys.

DON JONES

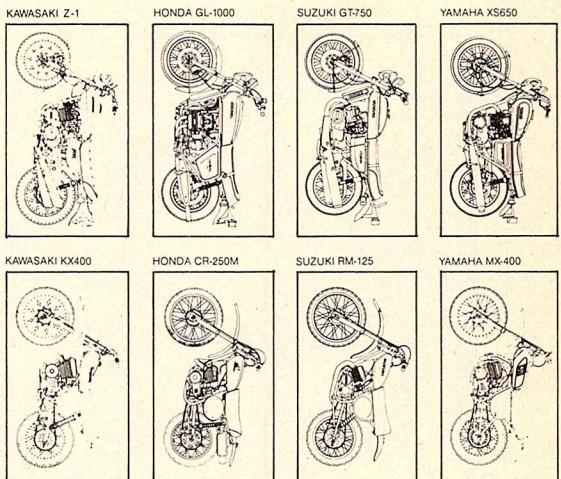
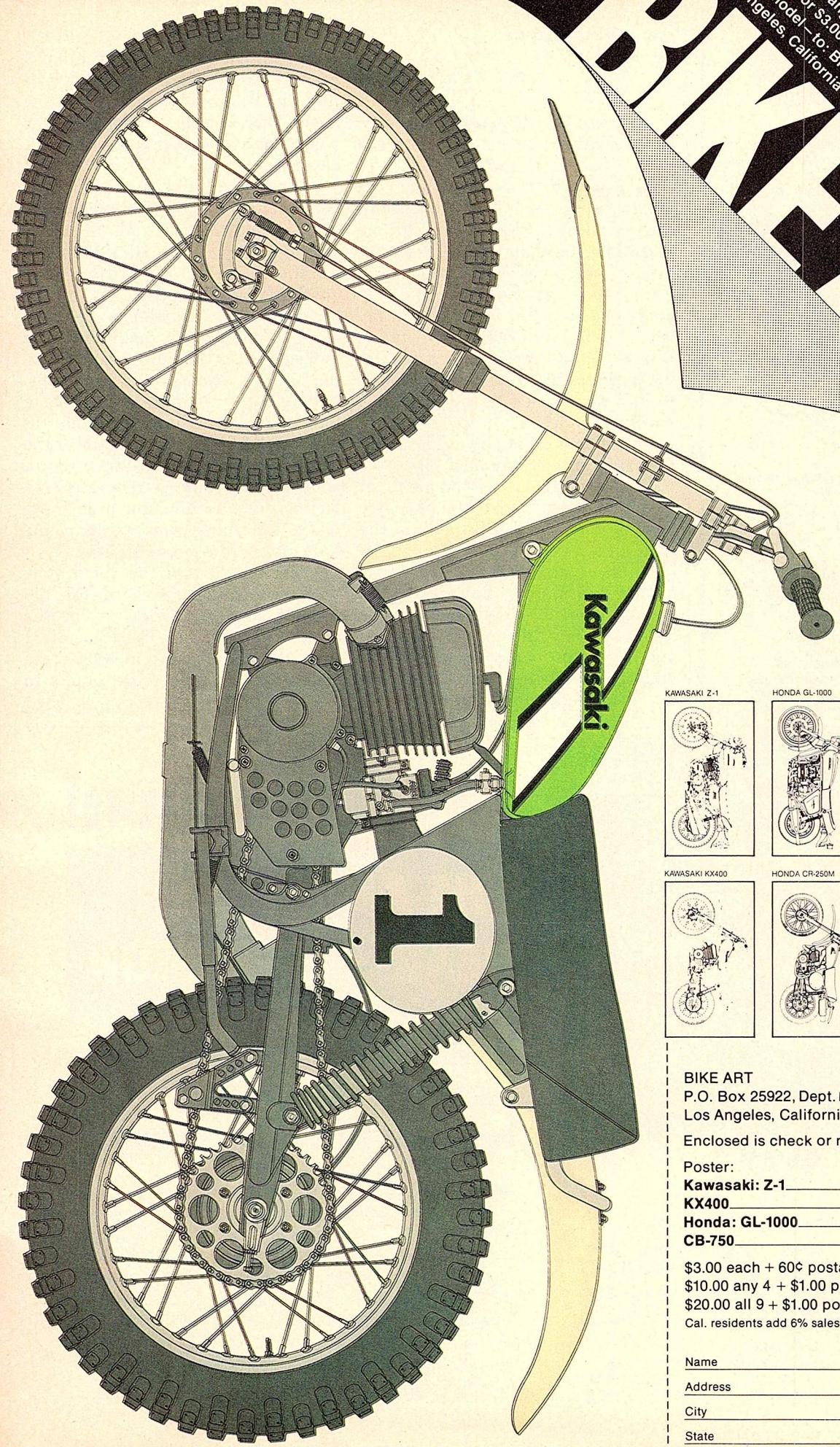


It would not be stretching a point to say that Don Jones is one of the legendary figures of American motocross. Father of two professional racers, DeWayne and four-time National Champion Gary, intimately involved with the development of race bikes for Yamaha and Honda, and now a man with his own marque — the Jones Islo race bikes which are a development project of Don and the Mexican Moto Islo factory — Don has done it all. To say that a race bike looks as though Don Jones had been working on it is the same thing as saying that the entire bike has been thoroughly tricked out, because Don is known for the amount of detail work he puts into his projects.

Besides the heavy load of development work he has been putting into the new Jones Islo in an attempt to make it competitive with the finest racing machinery in the world, Don also owns and operates Jones Motocross in Walnut, California, an address well known to privateers searching for hot items for their bikes. When you see Don at the track this summer (and you will), be sure to say Hi. He's not as forbidding as he looks; and he knows a lot of good stories.

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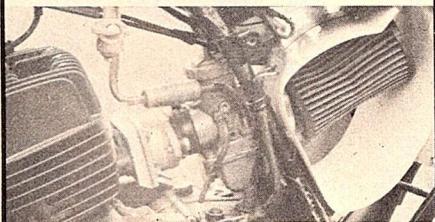
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ON THE MAINJET

Cont'd from page 5

was passing. His bike cartwheeled in front of him and then flew into the air and kicked to the right.

As I passed, the bike landed on me, cleaning me off my bike without ever touching it. His rear axle hit me in the faceguard and the engine cases hit my knee. There was a large cut in my leathers at the knee and my kneecap was visible in the cut on my leg. Luckily, an organization called Rescue 3 had someone very close to where I was hit, and I was attended to and taken back to the pits. As I was later to learn, the bike that hit me was being ridden by a rider in his first race on a brand-new bike.

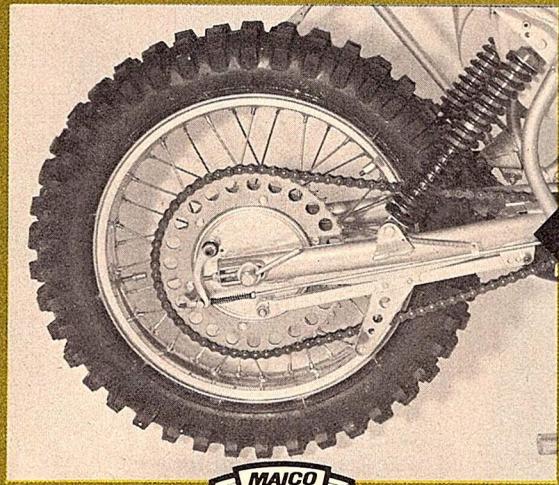
Some friends transported me to an emergency medical treatment center close to where I live. Because of the pain, I didn't clean up or change my leathers, and therefore was obviously a motorcycle racer to the doctor who attended me in the hospital. They laid me on a gurney and a doctor came in and asked what had happened. I told him and he inspected my damages. He

probed my knee wound and said it'd require stitches, then had the nurse prepare me. When he came back he dug right into the wound on my knee. There was a lot of sand in the wound and he said that he'd have to clean it out.

At the time, I told him that it hurt worse than it looked, and asked if he was sure if that was all that was wrong with me. He had a definitely aloof attitude regarding my condition, and continued to probe the wound. I told him in between gasps of pain that it really hurt. He looked over at the nurse and then at me with an expression of contempt, and told me to quit acting like a baby over something as minor as this. He jabbed around again in the wound with new gusto and I almost came off the table. I reiterated my feelings about how much it hurt, while the nurse was pushing me back down in a prone position.

When he dug in the third time with a seeming disregard for my pain I came up swinging, at the same time telling him what I thought about his ancestry. He called for a couple more nurses to

Cont'd on page 60



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Maico is first again with an engineering breakthrough . . . Adolf Weil cantilevered forward mounted shocks! This plus longer swing arm, mounted one inch farther forward, improves Maico's famous superior handling characteristics. More than ever, Maico brings you the BEST handling, BEST performing motocrosser you can get anywhere, at any price. ■ The new 1976 Maico AW's are loaded with too many features to list here. See your Maico dealer or write for free literature for full information on MAICO '76.

Make your bike sano...with parts from Miller Mano!

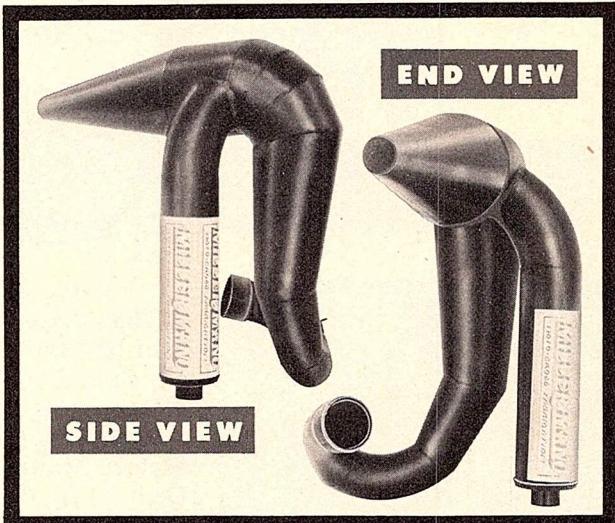
NEW! original!
super quiet!
DIFFERENT!
STRONG!
EFFICIENT!
EXCLUSIVE!

Miller Mano again leads the way with this exciting new concept in pipe design. After months of engineering design and actual race testing, we now offer this revolutionary new pipe to the serious racer. It is fully guaranteed to improve the riding range, increase horsepower and torque of any bike on any track. Available for most popular bikes.

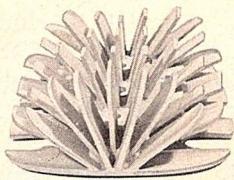
Complete with mounting hardware\$74.95

(Specify bike, size, model and year.)

The "AFTERBURNER"



THE ONLY PIPE WITH A MONEY BACK GUARANTEE!



PORCUPINE HEADS

The original porcupine head, designed for the competitive racer who needs the ultimate in cooling during an entire race. Actual tests have shown that this design will cool up to 90% better than most stock heads. All heads are standard with "special" combustion chamber. Weighs 2 3/4 lbs.

No. 001 ... YZ-80.....	\$44.95	No. 029 ... YZ-100.....	\$49.95
No. 038 ... YZC-125.....	\$49.95	No. 093 ... TM-125.....	\$49.95
No. 074 ... CR-125.....	\$49.95	No. 101 ... KX-125.....	\$49.95
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CAN-AM "WORKS" PIPE

New!! The all new design in a conventional "works" high pipe for the Can-Am bikes.

No. 048 ... Can-Am "Works" Pipe for 125cc.....	\$84.95
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No. 059 ... Can-Am "Works" Pipe for 250cc.....	\$92.75
No. 013 ... XR-75 "Works" Pipe.....	\$32.95
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RACERS CHAIN GUIDE

Tough molded nylon block with aluminum alloy housing. Prevents chain "flop". Ideal for any length of wheel travel.

No. 011 ... Racers Chain Guide for YZ-80.....	\$ 6.95
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No. 073-75 ... Racers Chain Guide for CR-125 ('75)....	\$ 9.95
No. 073-76 ... Racers Chain Guide for CR-125 ('76)....	\$ 9.95
No. 091 ... Racers Chain Guide for RM-125.....	\$ 9.95

When ordering, send full address, bike year, model and size. Send check or M.O. (allow time for personal checks to clear your bank). ■ All items will be shipped U.P.S. when possible. Orders processed same day received. California residents add 6% sales tax.

Send \$2.00 for catalog and decals.

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Cures oil foaming, reduces heat and increases front end travel while improving dampening. Complete with instructions.

No. 005 ... External Fork Springs for YZ-80	\$36.50
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GIRLING GAS SHOCKS

All lengths and dampening. Spring rate from 42 to 125 lbs.

No. 100 ... Shocks complete	\$89.95
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MIKUNI CARBURETORS

All sizes available. Spigot type.

No. VM-28	\$31.75	No. VM-36	\$42.45
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BRONZE SWINGARM BUSHINGS

No. 077 ... Bronze Swingarm Bushings for CR-125.....	\$ 7.95
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HEAVY DUTY CLUTCH SPRINGS

No. 071 ... Heavy Duty Clutch Springs for CR-125.....	\$ 6.95
No. 031 ... Heavy Duty Clutch Springs for YZC-125.....	\$ 6.95

Special custom pipes made for any bike. Price quoted on request.

YZ Mono-shock internal modifications.....\$43.25

SEAT REBUILDING

Tired of having a sore ass? Send us that sagging, worn out seat and we will completely rebuild it better than new. We add 2" to height unless otherwise specified. Thicker foam for comfort, and covered with top quality naugahyde for durability. (Slight extra charge for repairing broken bases.)

No. 029 ... Seat Rebuilding

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TRICKS FROM THE TRADE



FOR PUSS HANDS

These JT Racing Gloves are like a lightweight version of the Tibblin glove. They're made of 100-percent lambskin, with padding and trick stitching designed especially for motocrossers. Baz has been using a pair of these gloves since he got back from five weeks of no riding while covering the Trans-AMA, and he reports no blisters. And he's a real puss. JT Racing Imports, Dept. MXA, Box A, Bonita, California 92002.



FOR YOUR BUNS

This is called the Gopo Seat, and it only weighs a pound and a half. You can take it anywhere. It folds up and is guaranteed unbreakable if

you weigh under 400 pounds. \$7.98 from Direct Mail Sales, Inc., Dept. MXA, 17 Grove Road, P.O. Box 42, Meriden, Connecticut 06450.



SNAZZY BX MODEL

This deluxe pit bike is powered by your bod and a motor. A flick of the switch and you can take your pick. Motor puts out one complete horsepower. Called the Safari Fox Motor Bicycle, from MBI, Inc., Dept. MXA, 6007 South Route #130, Pennsauken, New Jersey 08110; (609) 662-6110.



SPOYL-R-AWN

The new self-contained awning with the case that functions as a spoiler! Far out from Inst-Awn, Dept. MXA, 1028 East South St., Anaheim, California 92805; (714) 635-7801.



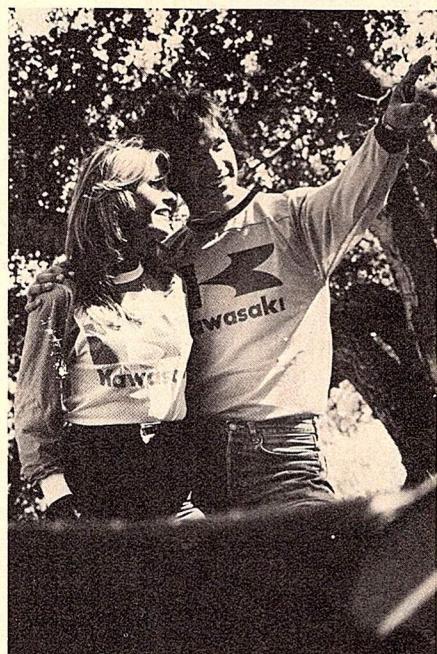
FLAG-MOBILE

Comes complete with three 12x18-inch flags and a Happy Birthday card, hanging hook and cord. Made of plastic, naturally, and they only cost \$1.25 each. Wouldn't they look great in your shop? Write Flag-Mobile, Dept. MXA, P.O. Box 1976, Northbrook, Illinois 60062.



FOR YOUR NOGGIN

There is a certain kind of person, a guy like my friend Horge of the Gorge, who wears hats like these. If you know of such a person, this DG race hat would make a wonderful gift. \$3.95 from DG Performance Specialties, Dept. MXA, 5552 E. La Palma Ave., Anaheim, California 92806; or call (714) 996-4430.



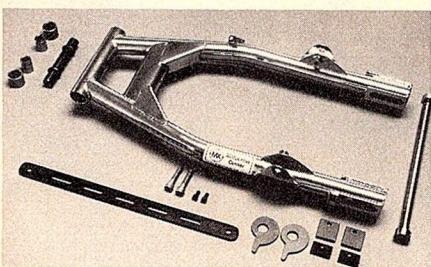
OVER THAR

Kawasaki racing jerseys look trick no matter what you're doing or who you're doing it with. You can get yours by going to the second can on the left and telling them that Randy sent you, but if that's too complicated, check out your nearest Kawasaki dealer. He'll be glad you did.



STRONG SUIT

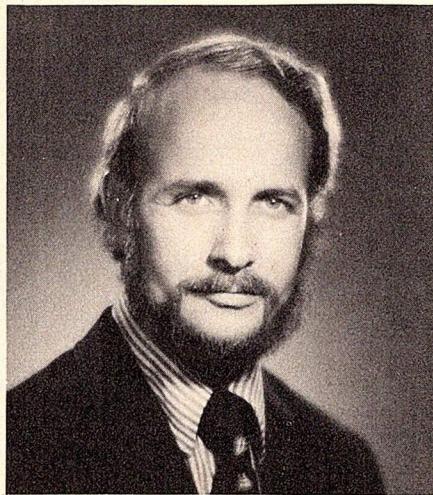
If you don't do all your riding on the motocross track, a Hondaline enduro suit might be just what you need. Available in traditional blue, the suit is strong yet lightweight, and features flap or snap bag pockets (now why does that remind me of Wanda Lou?), adjustable Velcro closures at collar, wrist, calf and ankle and quilted elbow pads. A heavy-duty adjustable belt rounds out the package, and the pants have an elastic waist with snaps for sizing. Sizes: jacket—small, medium, large and extra-large; pants—small/medium, medium/large. Your Honda dealer can get you into one for a reasonable price.



RM SWINGARM

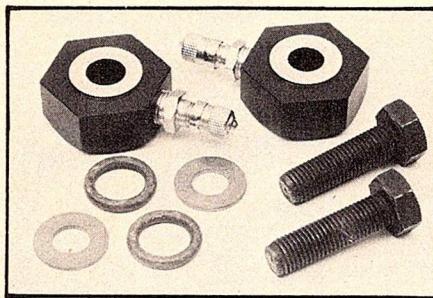
Motocross Center has introduced this lightweight chrome moly swingarm for the Suzuki RM250 and 370. Fabricated of aircraft-quality 4130 tubing and heavily gusseted,

the swingarm features a box design at the axle area to give it a far superior strength-to-weight ratio over the stock arm. Mark Holcomb, the designer, claims that his swingarm completely eliminates flex. The Motocross Center swingarm is nickel-plated, and comes complete with heat-treated chrome moly axle, needle bearings, chain adjusters, tie rod and miscellaneous hardware. Available for \$119.50 each from Motocross Center, Dept. MXA, 643 E. Arques Ave., Sunnyvale, California 94086.



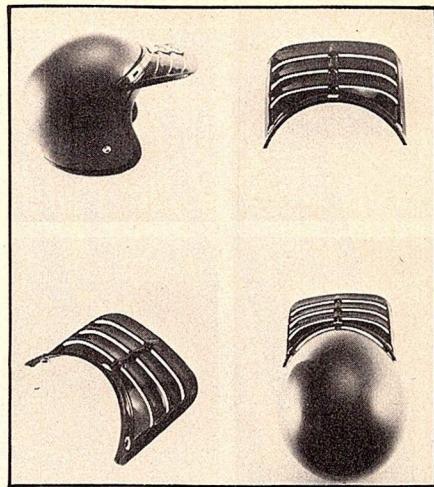
UP YOUR LADDER

Bill Dutcher, formerly the Director of Marketing for Bultaco International, is now the Director of Public Relations for AMF Harley-Davidson. Bill is one of the good guys, and he gets to live in Connecticut. You'll hate the winters, Bill, but you'll love the spring and the fall.



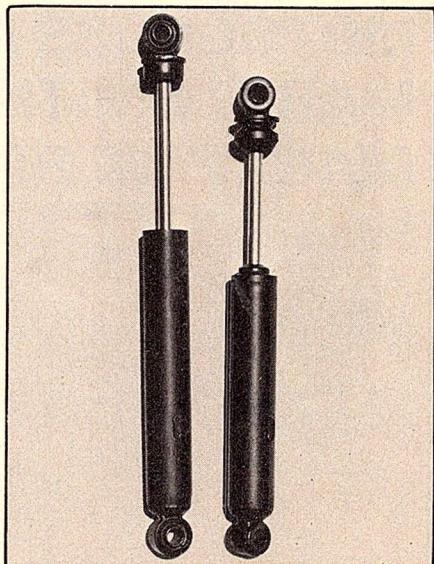
MINI FORK KITS

DG Performance now has air fork kits for XR75 and YZ80 minis. Design is similar to that of their big-bike kits, and DG says the kit will really smooth out your mini's ride. Yours for only \$15.95 from DG Performance Specialties, Dept. MXA, 5552 E. La Palma Ave., Anaheim, California 92806.



SPOILER

It may look funny, but this new visor from Simon Says is designed to allow air to flow through, instead of against, the visor, cutting down wind resistance at high speeds. Just the thing for fifth-gear fireroading and other oddities. Available in orange, yellow, blue, black and white for a piddling \$3.95 (plus 50 cents for shipping). California residents add six-percent sales tax. Get 'em from Simon Says Yes, Dept. MXA, 8568 Melrose, Los Angeles, California 90069.



LONG TRAVEL

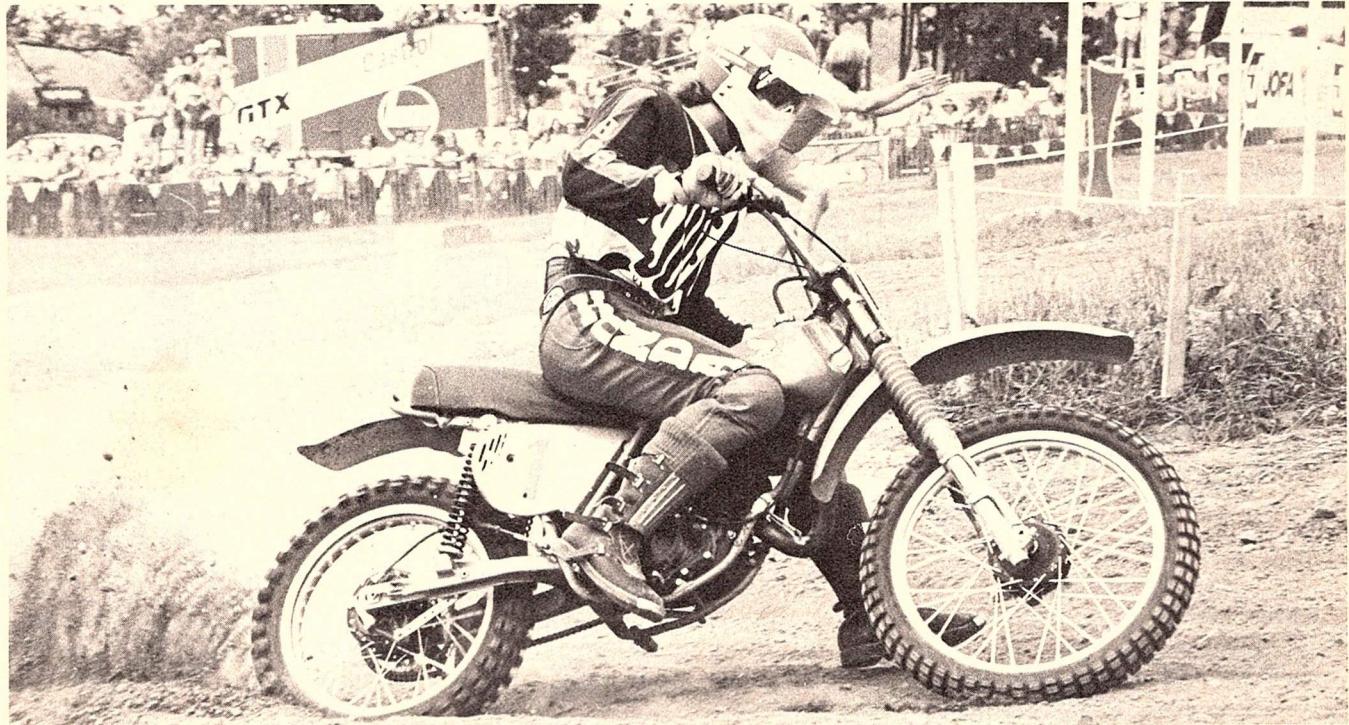
This is the new S&W long-travel shock, distributed by Webco. Designed specifically for the latest long-travel rear suspensions, the S&W shock is manufactured from high-quality materials to give lasting, dependable service. Available in lengths of 14½ inches (#2225-22), 15½ inches (#2225-20) and 16½ inches (#2225-21) — from motorcycle dealers who carry the Webco line.

'77 RIDER OF THE YEAR



(Holley photo)

MOTOCROSS ACTION'S READER POLL PICKS MARTY SMITH FOR THE *MOTOCROSS ACTION MAGAZINE* RIDER OF THE YEAR AWARD



(Gianatsis photo)

The second annual MOTOCROSS ACTION MAGAZINE Rider of the Year Poll is history, and Marty Smith of Team Honda is your new Rider of the Year. We would like to thank all our readers for their overwhelming response to this year's poll.

During this year's balloting, we received votes from every state in the union except Maine. California topped the list in voting percentage, followed by Michigan and Texas. We received ballots from seven foreign countries as well, the most coming from West Germany and Belgium.

It became obvious as soon as we began to tally the ballots that the battle this year would be between last year's winner Roger DeCoster and Marty Smith, with Brad Lackey not far back in third place. Many of the ballots received had comments

on them reflecting the voters' view that despite DeCoster's great year, someone else should receive the award this time. There were also a large number of ballots exhibiting strong brand loyalty.

And every once in a while a whole packet of letters would come in the mail together. They'd be from the same town, and be written in the same handwriting. And — surprise! — they'd all be votes for the same rider. If nothing else, that proves that some of you were willing to go to a certain amount of individual expense and trouble to promote your personal hero (or son, or whatever). Tom Dietz of Maryland won this category with 60 votes for the same rider. You could have used that money to buy some new shocks, Tom.

Below, we've tabulated the voting

by percentage, and also given you a rundown of the participation in the voting by state. If your state has a favorite son who didn't do so well in the voting, that chart may show you why.

Last year, our first Rider of the Year, Roger DeCoster, received a spiffy new SR5 Toyota mini-truck as his award. We're happy to announce that once again the winner will receive a very trick Toyota SR5 Longbed. As things look now, the award will be presented to Marty at the U.S. Grand Prix on June 20 in Carlsbad, California.

If you can't make it to Carlsbad for the presentation, be assured that we'll let you know how it went. Meanwhile, you can start watching the results and thinking about who next year's Rider of the Year should be.

III

OFFICIAL RESULTS MXA's SECOND ROY

Percentage of votes

ROY % votes

1) Marty Smith	32
2) Roger DeCoster	20
3) Brad Lackey	15
4) Jim Pomeroy	5
5) Jim Weinert	4

(all others from 4% down)

6) Jim Ellis	
7) Pierre Karsmakers	
8) Tony DiStefano	
9) Rex Staten	
10) Gerrit Wolsink	
11) Heikki Mikkola	
12) Billy Grossi	
13) Harry Everts	
14) Steve Stackable	
15) Kent Howerton	

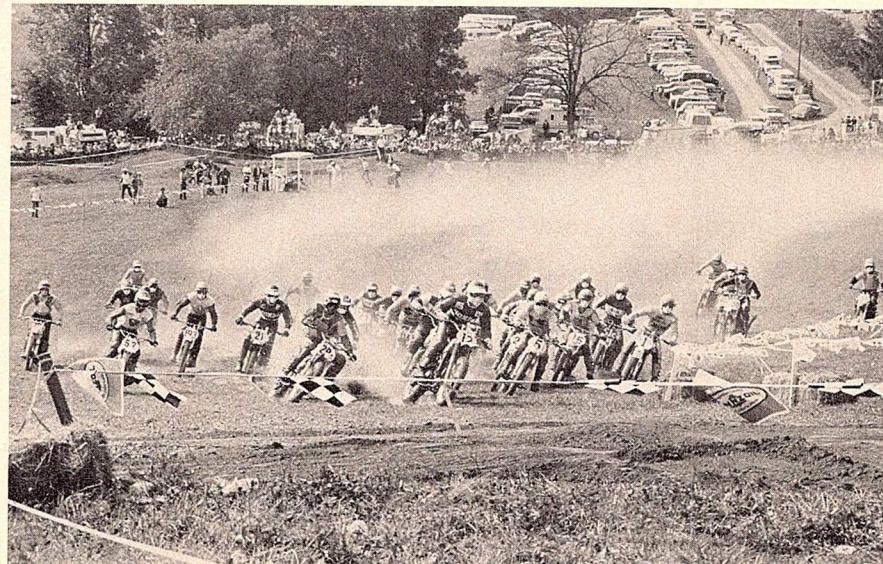
Participation by States

CALIFORNIA LED IN VOTING PERCENTAGE

States % votes

Michigan	10.0
Texas	8.4
New York	7.2
Pennsylvania	6.8
Ohio	6.8
Washington	6.6
Florida	6.4
New Jersey	6.0
Georgia	5.8

Every state except Maine participated, plus seven foreign countries.



*DeCoster wraps up his second title,
as bad luck and good vibes continue
to titillate the Americans*

by Mike Kerley

Photography by
Dick Miller and Mike Kerley



trans-ama
PUYALLUP, WASHINGTON



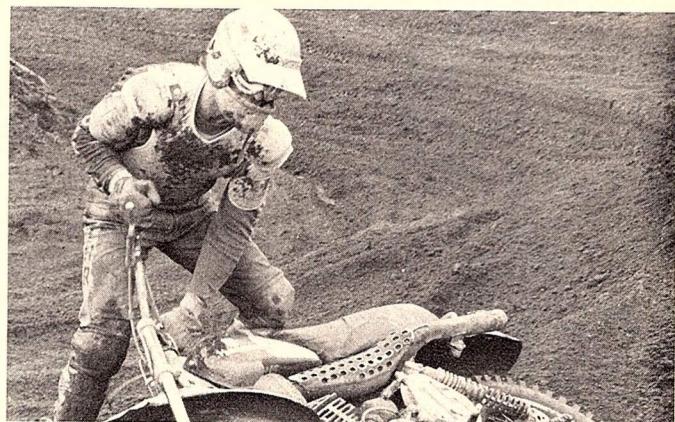
DeCoster's run after Semics in the first moto was one of the highlights of the day.

Continued

PUYALLUP, WASHINGTON



Ouch. Kojii Masuda bites the bullet. He wasn't the only one.



This is the kind of day it was for Kent Howerton. Two drops, including one at the start of the second moto, didn't do much for his rhythm.



Gary Semics seemed just the least bit shell shocked after his first moto win.

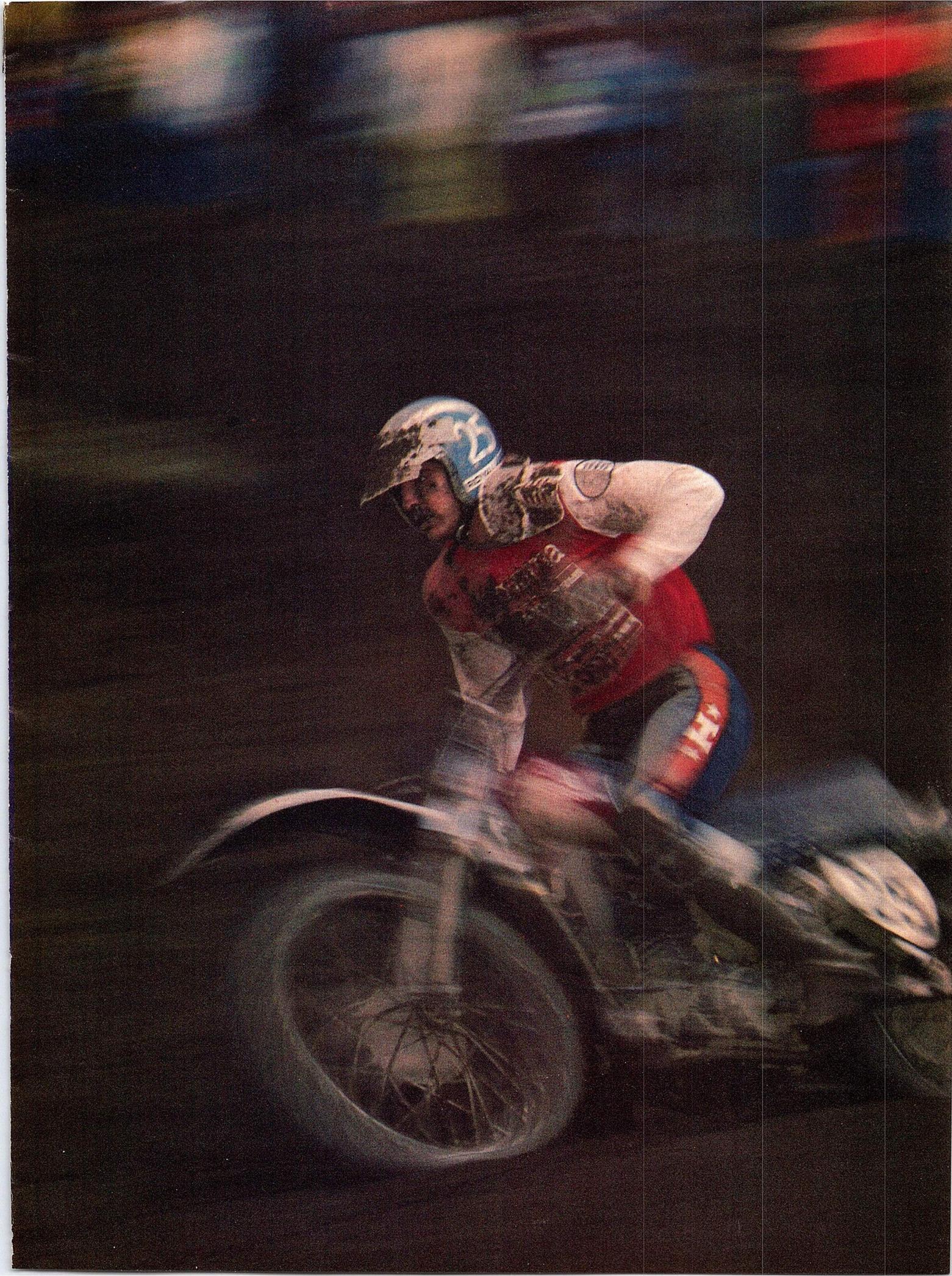
Despite American victories in four of the first seven Trans-AMA rounds, the question going into Puyallup was merely when, not if, Roger DeCoster would wrap up his second consecutive Series title. One more overall victory would give the World Champion an insurmountable lead over his nearest challenger, teammate Gerrit Wolsink, and the fitting climax to a year in which the Belgian superstar totally dominated 500cc motocross.

It had been a strange series, warped by factors which made it both the most disappointing and most interesting Trans-AMA in history. The first of these was DeCoster's obvious superiority in open class motocross. In 1975, at least, it was apparent that Roger DeCoster had no peers, no real obstacles to the resumption of his crown. The Trans-AMA was merely an affirmation of that fact. The second factor was the almost total withdrawal of Europeans from a series which has as its reason for existence the showcasing of European talents on the American

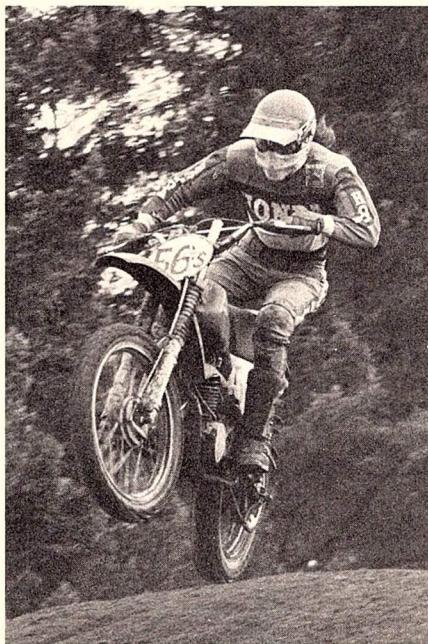


His vision almost completely obscured, DeCoster goes after his man.

Opposite:
Lackey's bad luck hung tough. A sour engine with three laps remaining ruined what would have been his first Trans-AMA victory. (Kerley photo)



PUYALLUP, WASHINGTON



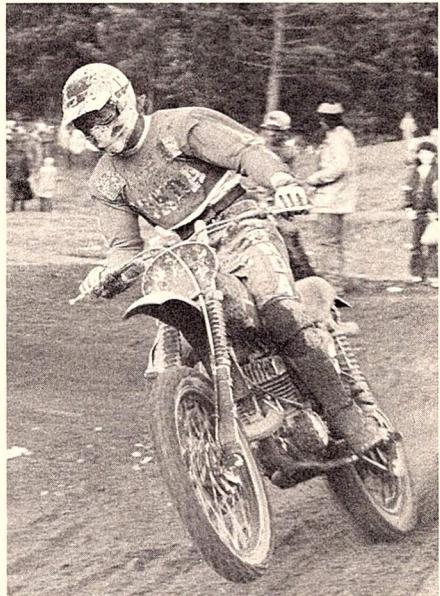
Tommy Croft came alive in the second Support moto, edging out everyone but Mike Kessler.



The first moto dice between teammates Murphy and Ellis had the partisan Washington crowd on its feet, cheering Buck on.



Eierstedt explains to mystified AMA referee Dave Welch and a local official why a race should be red-flagged when the gate sticks. They didn't seem to get it.



After a creditable sixth-place first moto finish, Marty Smith ran out of gas in moto two and finished 29th. Oddly enough, the same thing happened to his teammate Pierre Karsmakers in the first round.



Seemingly on his way to an easy second moto win and the overall, Murphy suddenly found that his Can-Am was a monoshock. It seemed to affect the bike's handling.



A stunned Buck Murphy can hardly believe what's just happened to him, after broken shock mounts cost him the win.

motocross circuit. A combination of a lack of factory support in a lean money year, small purses, European boredom with the phenomena of the McDonald's-Holiday Inn circuit and (some would say) recognition that the rise of American motocross had no longer made the pickings so easy, was responsible for the poor turnout of only two top Europeans.

It was this noticeable increase in the competitiveness of the Americans that was the third factor. Though somewhat obscured by the consistent excellence of DeCoster and Wolsink, the number one and number three riders in the world, the American performance in winning four of the first seven rounds (in moto wins it was a stand-off: seven for the Americans, seven for DeCoster) was impressive. Impressive enough to lead most observers to believe that had the usual squadron of foreign riders been present in 1975, the overall results would still have seen a high preponderance of Americans in the top ten positions.

But that was all academic, something to mull over while trudging heavily through Puyallup's sandy mud, drinking coffee poured by apple-cheeked young Washington girls and wondering if it was really going to rain. Or when. The clouds were doing a fan dance — one moment dark and lowering, reeking of ice water, the next allowing a startlingly bright sun to break through. Great weather considering it's Puyallup in November, the regulars allowed. If it gets any better everyone will head out for the beach and we won't have a race.

Racing at Puyallup can be deceptive. The sweeping sandy track looks alluringly mellow. The long, carousel turns are made for berm building, and the gentle waves carved in the sand by the big bikes look as though they will present no serious problems to a rider intent on going fast. Deceptive. Under those "waves" of smooth sand lie unpredictably spaced bumps of rock-hard subsoil. Riders had to learn the track as though riding in the dark, bracing for bumps which weren't apparent until bike and rider were thrown into the air from a hard, unseen hit. Ask Kent Howerton. Ask Buck Murphy. Ask Kojii Masuda.

The first moto, and the day, almost belonged to Brad Lackey. Gaylon Mosier, on the explosive

Wheelsmith Maico, grabbed the holeshot, with Marty Smith, Lackey, Gary Semics and Pierre Karsmakers next through the left-hand sweeper. Lackey quickly moved into the lead, the Hondas and Mosier faded, and the race took on the form it would have for the remainder of the 40 minutes — Lackey building a small but comfortable margin over Semics, who was trailed by DeCoster, Wolsink and Howerton.

Stuck in the slot between Lackey and DeCoster, Gary Semics was having his best race of the Series. Riding the latest 400 Kawasaki, with a new aircraft steel transmission just shipped in from Japan, Gary seemed finally freed of the DNF fears which a season-long series of transmission failures had drummed into his head. If he wasn't gaining on Lackey, he was managing to hold off Roger DeCoster. Maybe someone else would have bad luck for a change.

The bad luck picked a familiar face. Three laps from the finish and riding a substantial lead, Brad Lackey's Husky seized solid. He had ridden a brilliant race, but it was over, and all the new Husqvarna 500cc team leader could do was sit and watch as DeCoster went after Semics and the crowd went crazy.

It was a typical DeCoster chase, bike and rider looking like some giant hunting bird as they swooped after the green and white hare in front. On the final lap DeCoster pulled even with Semics approaching a jump, but the Belgian had been blinded by a roost seconds before and his goggles stuck as he tried to free and discard them.

Cont'd on page 64

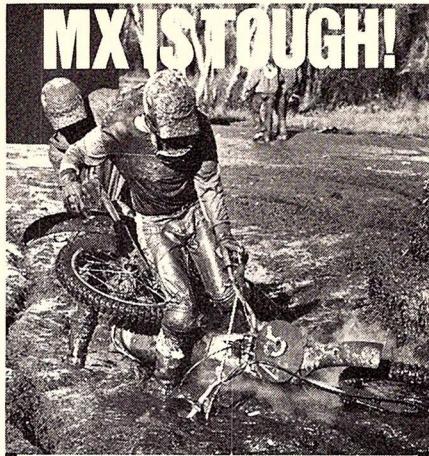
RESULTS RAINIER TRANS-AMA

500 INTERNATIONAL

- 1) Roger DeCoster (2-3) Suzuki
- 2) Gerrit Wolsink (5-1) Suzuki
- 3) Gary Semics (1-5) Kawasaki
- 4) Tony DiStefano (3-4) Suzuki
- 5) Steve Stackable (8-6) Maico
- 6) Pierre Karsmakers (7-7) Honda
- 7) Kojii Masuda (12-8) Suzuki
- 8) Rich Thorwaldson (11-10) Maico
- 9) Gary Chaplin (9-12) CZ
- 10) Kent Howerton (4-17) Husqvarna
- 11) Bob Harris (13-11) CZ
- 12) Charles Sun (10-16) Husqvarna
- 13) Masaru Ikeda (15-14) Suzuki
- 14) Brad Lackey (29-2) Husqvarna
- 15) Jim West (22-9) Maico

250 SUPPORT

- 1) Mike Kessler (3-1) Husqvarna
- 2) Jim Ellis (2-3) Can-Am
- 3) Buck Murphy (1-4) Can-Am
- 4) Tommy Croft (7-2) Honda
- 5) Mike Runyard (4-5) Can-Am
- 6) Terry Clark (6-6) Husqvarna
- 7) Rick Burgett (5-7) Yamaha
- 8) Brian Jodry (11-8) Montesa
- 9) Gunnar Lindstrom (10-10) Suzuki
- 10) Craig Kraus (9-13) Yamaha



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Frames and Riders...

But It's Toughest
On Shocks!

SO



and MONROE

DEVELOPED
The "STROKER"

The Freon Cell Shock
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Virtually eliminates oil foaming and aeration.

Banded pistons prolong shock life and reduce control fade.

Six valve stages: Three valves in rebound and three in compression.

Has the advantages of a gas-oil pressurized shock at a price you can afford.

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The "STROKER"

From
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by MONROE

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P.O. Box 767
Downey, CA 90241



The first thing that you should know about the Husqvarna 250CR is that it is not a motorcycle for everyone. This is not to say that the Husqvarna is not a good motorcycle, but that most people aren't good enough to ride one properly. And the 250CR is a motorcycle which punishes improper use. It is a product of the Swedish school of motocross racing, part of the same racing ideology that produced Bengt Aberg, Ake Jonsson, Rolf Tibblin and the great Torsten Hallman. Heikki Mikkola became World Champion using Swedish training methods and a Husqvarna. Now, Brad Lackey is trying to do the same. In Lackey's characterization, the Husqvarna is a "go for it" motorcycle.

"In order to make it work, you've got to be on the gas all the time. You've really got to lay that model over to turn it. You can't poop out

"The secret to riding a Husky is that you have to be in shape. There's no way around that." — Brad Lackey

halfway through the race and expect the bike to carry you to the finish line. The secret to riding a Husky is that you have to be in shape. There's no way around that."

One need only look at Lackey's body to understand what he's talking about. A couple of years ago Brad would never have been considered muscular in the athletic world of professional motocross. He had the smooth contours of an active man pursuing a rugged sport, but not the distinctive musculature and broad chest that characterize the grand prix contenders. He had only his marvelous talent and a desire to excel, traits which made it possible for him to go exceedingly fast, but which couldn't sustain him through a grueling 45-minute grand prix moto.

Then Husqvarna signed Lackey and took him over. The change in two years has been remarkable. His shoulders thickened, and his legs took on the powerful appearance of those of a man who "goes for it" all the time. There was also an important change in his riding. Gone was the flamboyance of the "hippie on a CZ." In its place was the straightforward purity and

race test HUSQVARNA 250CR

The 1976 250CR is better than ever and better than most. But that doesn't necessarily make it the bike for you



Tricks are not part of the Husky's style.
Smoothness and economy of movement are.

economy of movement that makes a Husqvarna work. The resulting overall change in Lackey's performance is reflected in the company he's running with at the end of a grand prix. Brad is now marching with the leaders.

Marching with the leaders is what the Husqvarna is built for. It is a simple design, with one purpose in mind: to move forward with stability and speed. And that is the reason that Husqvarnas have, for so long, been labeled as bikes that

won't slide, bikes which require a whole different style and mind set to be ridden effectively. It is a question of what motocross is really about.

The Swedes have reasoned, quite rightly, that sliding is unnecessary in true motocross. Any sideways motion of a bike will cause it to slow down — which is what brakes are for — or to fail to deliver its full acceleration potential. Therefore, Husqvarnas are designed to follow a straight line, one wheel behind the other, delivering maximum forward thrust to the ground. Carrying this full-speed-ahead theme to its logical conclusion, the Swedes also reason that the straight line is the best line through a turn.

Consider the proper execution of a high-speed motocross turn. Find a piece of dirt substantial enough to affect the direction of the motorcycle (usually a berm or ridge at the apex of your chosen line), and guide your bike into the ridge, tipping it over so that the vertical line of the bike is

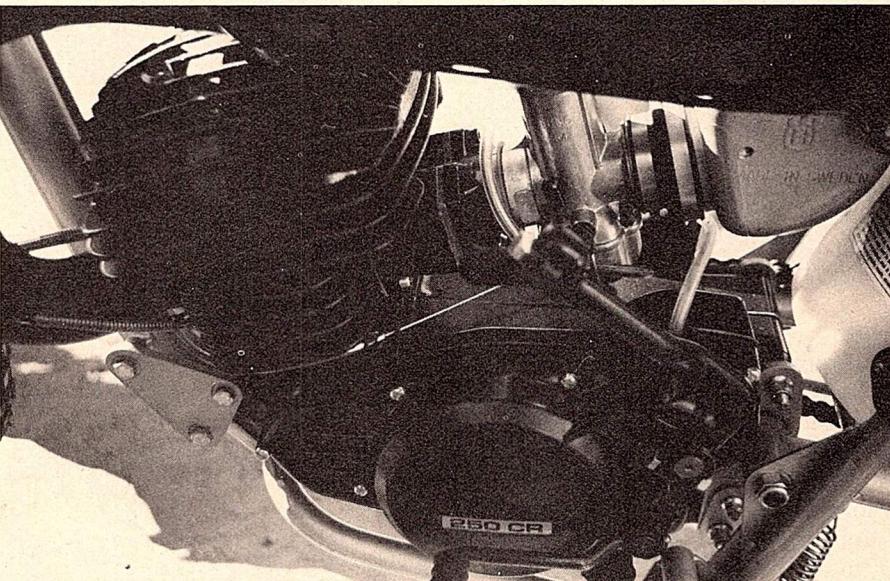
"It is a simple design with one purpose in mind: to move forward with stability and speed."

perpendicular to the face of the ridge. At this point, it is much like riding in a barrel. Since your bike is perpendicular to the surface with which it has contact, it is still technically going in a straight line. Your direction relative to the track, however, is rapidly changing, because you are using the ridge (or berm) to deflect the motorcycle. The course changes direction, or shape. The relationship of the bike to the course does not.

The Husqvarna 250CR is designed to perform this function (that of conforming to track changes) with precision and consistency. Those who say that you can't turn a Husky are simply not aware of *how* a Husky is turned. To effectively compete upon a Husqvarna, you not only have to be cognizant of how the bike is handled, but you must also possess the stamina and concentration to deal precisely with each turn in the prescribed manner throughout the course of a race.

This straight line approach did not begin with the current grand prix frame configuration incorporating laid-down shock absorbers

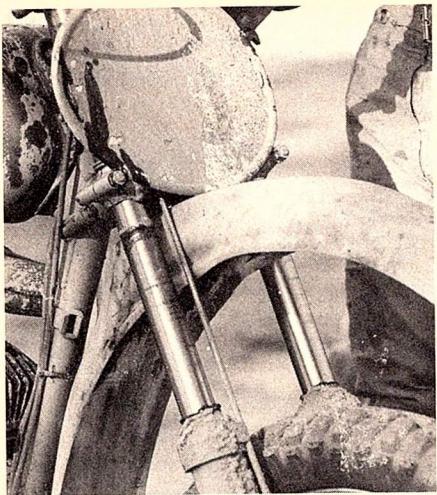
HUSQVARNA 250CR



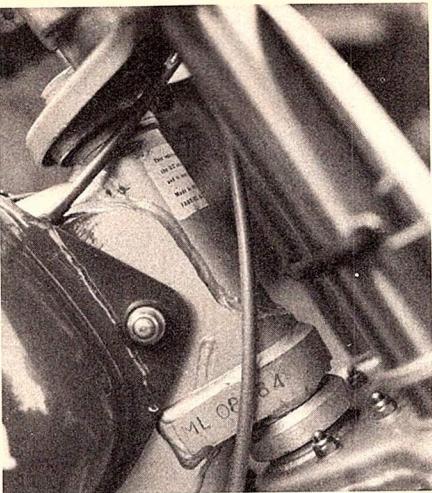
New porting makes the 250 CR engine a real fire-breather. Web on reed block prevents air leaks, shifting mechanism is somewhat insensitive and the kickstarter is almost inoperable.



The Husqvarna demands the utmost from the rider. Keeping one wheel behind the other and staying on the gas is the secret.



Seven and a half inches of fork travel were gained this year by removing the top-out spring and reworking the damping rods.



Steering geometry and chassis design demands that the rider take the throttle initiative early in a sandy turn.

feeding into the backbone via a single crossbrace, but it (the GP frame) certainly improved the efficiency with which the motorcycle performs the function. The Husqvarna is the most deflection-free motorcycle we've tested. Wildly complicated terrain can be assaulted on a frontal basis by merely digging your heels in and gassing it. Wheel shock is absorbed into the long-lived Girling gas shocks, and soaked up by the fine Swedish steel frame, until only gentle thumps are left to update your brain as to what's going on down below. And Husqvarna's unique tapered damping rods provide a progressive fork action along their velvety seven and a half inches of travel that is duplicated by no other motorcycle. The Husky will hold a precise line under hard acceleration through chaotic turns that would send other bikes skittering to the outside. Long expanses of bike-eating whoops that would hammer many machines to their knees are met with a confident wheelie. It is the Husqvarna's performance on a really rough course that sets it apart from other motorcycles.

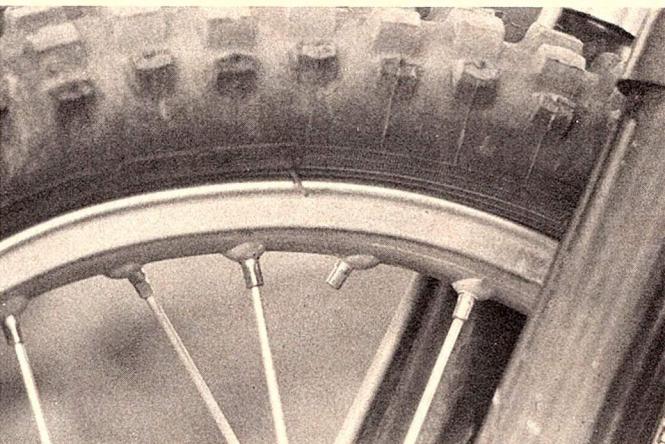
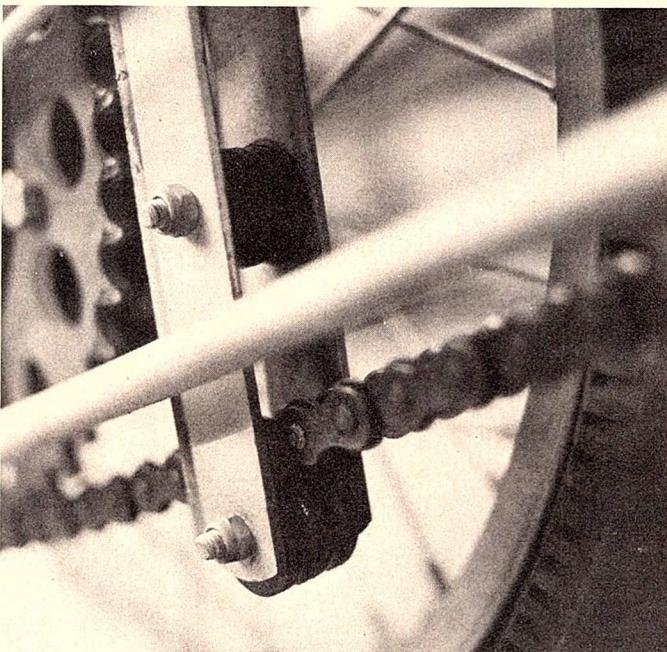
But Husqvarna riders already know this. They've gone through the initiation process that binds so many good riders firmly to the Husqvarna mystique. And, for them, the 1976 250CR is a bushel basket of improvements.

Fork travel has been increased to seven and a half inches. Extra gussets have been added at critical points on the frame, most notably at the juncture of the downtube and the engine cradle. Footpegs are now spring-loaded. GP porting in the cylinder provides more power. A web has been added to the reed valve housing to eliminate the distortion which caused nagging air leaks in last year's model. Larger steering head bearings have been added to help prevent the ball fracturing that occurred in the '75 models. The front fender is longer and wider, similar to those of the grand prix machines. A heavy-duty D.I.D chain, a popular item on the international race circuit, is now standard equipment. Plus, there is now a front brake cable guide and elastic front number plate strap, and the chain guide now has a second roller on top of the chain, in addition to the one below.

Continued

Rear suspension makes the Husky an able tracker across rough terrain. Gas Girlings and D.I.D chain are very reliable items.

HUSQVARNA 250CR



The only unfortunate change is the substitution of a conventional Magura throttle unit for the quick-change Magura assembly used in the past. (1975 Husky owners need not knock their noses too far out of joint, since these changes may be incorporated into their bikes relatively inexpensively.)

On the other side of the coin, some ill-famed Husqvarna features which have plagued owners seemingly forever can still be found on the new bike. Stamped and welded steel triple clamps still add their weight to the front end, although most manufacturers now use forged aluminum. The steering head nut and the flywheel nut have a slight tendency to come loose, and must be checked on a very regular basis. On the forward end of the swingarm, the chain rubs against steel, wearing

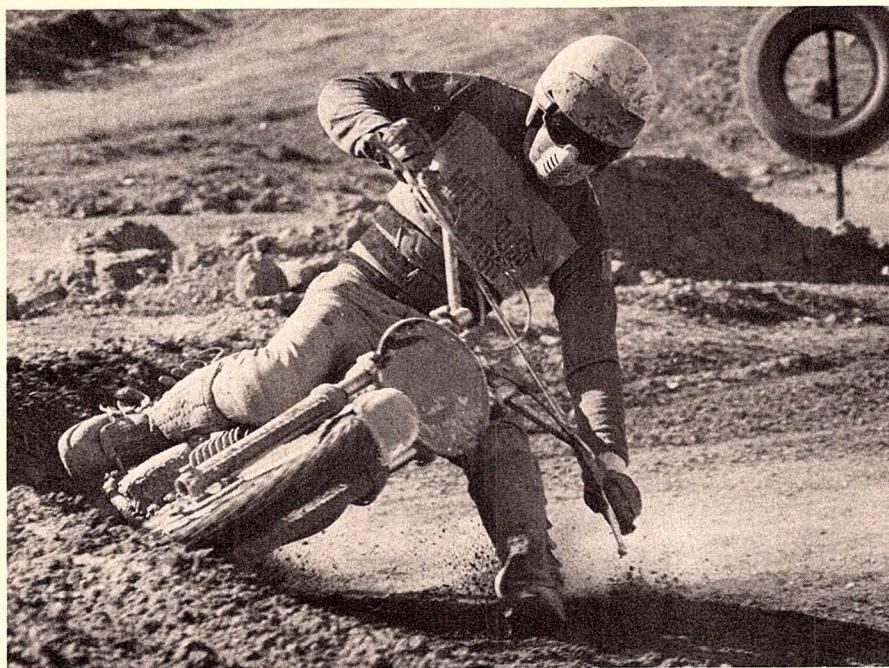


Wheelies are no major problem with the Husky's healthy rear weight bias and an instantly responsive six-speed engine.

it badly. Some sort of protection should be incorporated here.

It was necessary for Husqvarna to change the location of the shift lever slightly a few years ago, and a three-piece intermediary linkage was used to relocate the lever. We feel that this added linkage dulls the feel of the shifting mechanism somewhat, but it does serve as a practical alternative to redesigning the entire gearbox. And, considering the price of the package, that's a good thing.

Our two biggest complaints about the Husky are the kickstarter and the spoke nipples — unimportant in themselves, but galling nevertheless. Obviously designed by some Swedish Marquis de Sade, the kickstarter serves little function other than to get your blood circulating on a cold morning. Coming down full-throttle on



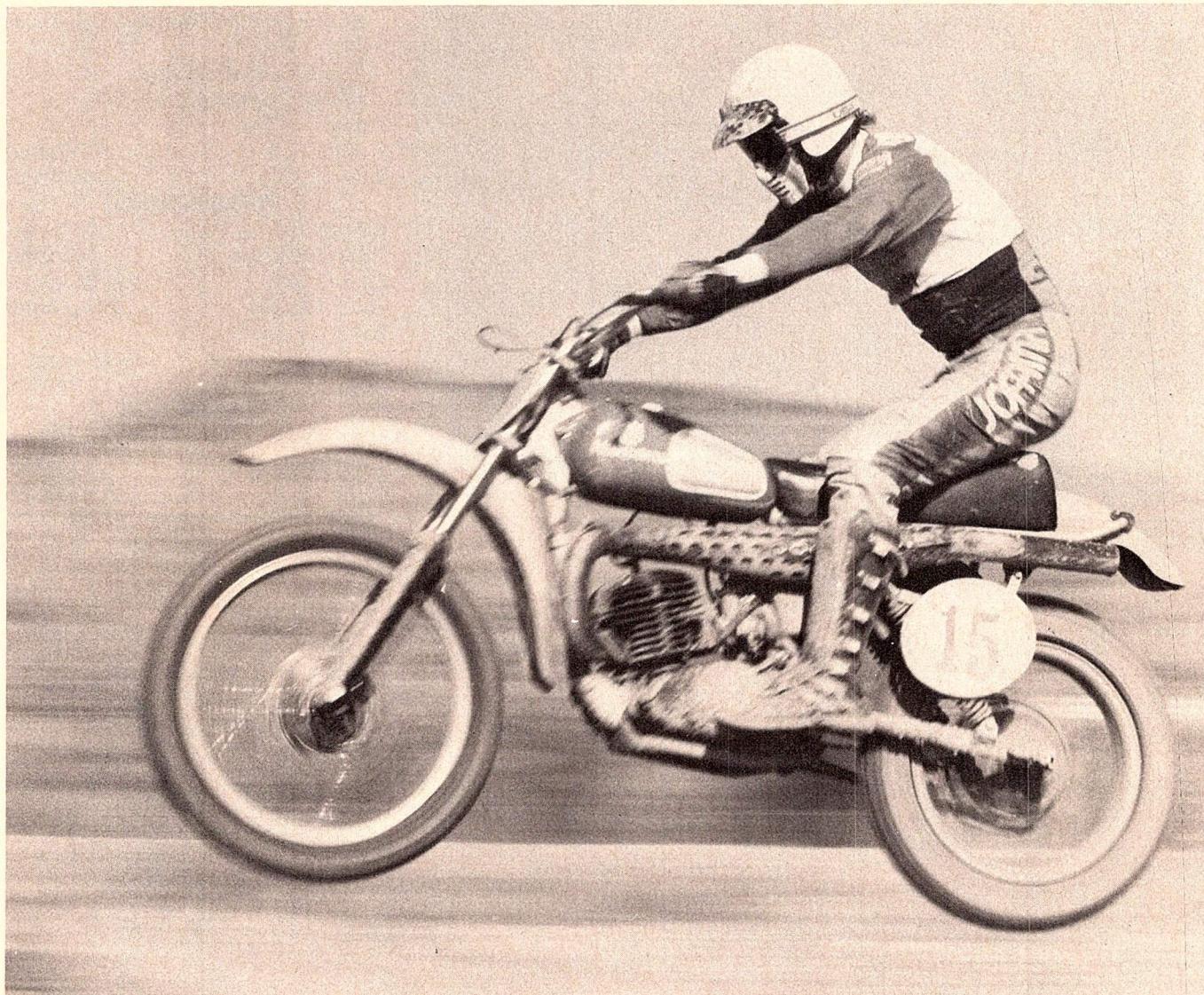
Meeting the berm properly is a must with the Husqvarna.

the lever spawns a meager "puh" from the engine, spinning it only a half-turn. Angered and indiscreet lunges at the lever often result in a painfully bruised instep, compliments of the footpeg. For the new Husky owner, push-starting, no

"It is the Husky's performance on a really rough course that sets it apart from other motorcycles."

matter how impractical it may seem, serves as a graceful alternative. However, just like Bultaco air filter springs and Penton gearboxes, the Husqvarna kickstarter eventually surrenders to the practiced owner.

Husqvarna spoke nipples, on the other hand, die fighting. Our complete set of spoke wrenches and small spanners, including metric, American and British Standard sizes,



Getting the Husky into high gear will produce some amazing top speed.

HUSQVARNA 250CR

was completely foiled by the sizing of the Husqvarna nipples. We finally contacted long-time Husky racer Jeff Little of Suzuki of Santa Barbara,

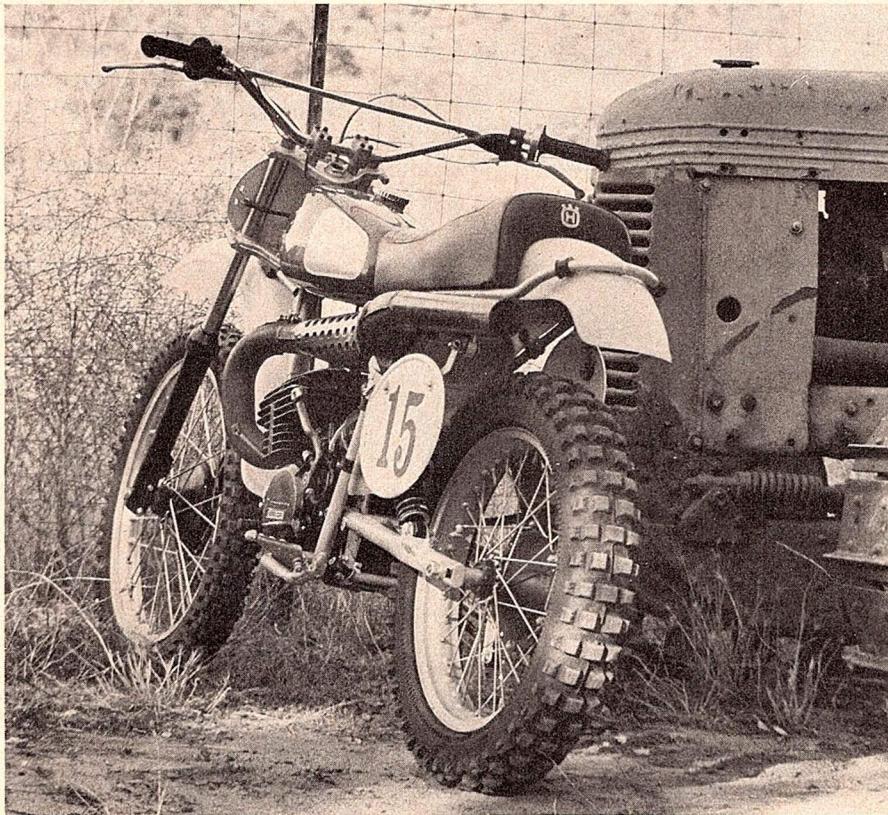
"A less than 100-percent racer will find the bike difficult to deal with."

figuring he would have the hot setup. He did. Jeff uses a small adjustable crescent wrench, the last resort of the frustrated mechanic. For \$1795 you'd think they'd use

standard sizes or throw in a spoke wrench.

Beaten, we too turned to an adjustable; but the second nipple we turned stripped away like whipped margarine, and many more went that way before our test was concluded. Since it was impossible to put effective tension on the spokes, the front wheel was a wobbling octagon within two races. If one were to pinpoint the weak link in the Husqvarna system, it would have to

Cont'd on page 63



SPECIFICATIONS

Make Husqvarna
Model 250 CR
Country of Manufacture Sweden
Retail Price N/A

ENGINE

Type: Two-stroke, single-cylinder reed valve
Bore & Stroke 69.5mm x 64.5mm
Displacement 245cc
Compression Ratio 12.3:1
Cylinder Iron sleeve, 5-port
Carburetion 36mm Bing
Ignition Motoplat CDI
Lubrication Pre-mix
Air Filter Foam

TRANSMISSION

Type Six-speed, constant mesh Ratios:
24.0, 18.1, 14.4, 12.1, 10.2, 9.0
Primary Gear Ratio 2.41
Drive Chain D.I.D 5/8x1/4

SUSPENSION

Front: Hydraulic forks, springs, inline axle
Rear: Gas Girling shocks, springs, forward laydown
Travel:
Front 7.5 inches
Rear 7.5 inches

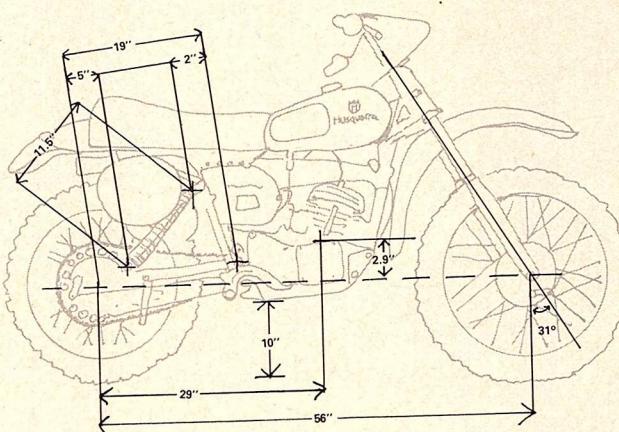
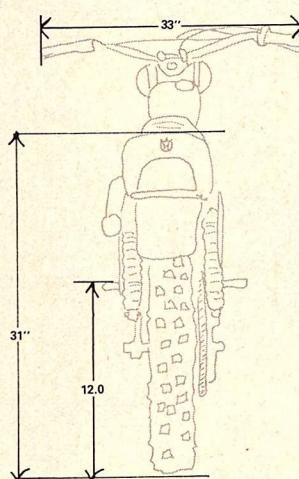
DIMENSIONS

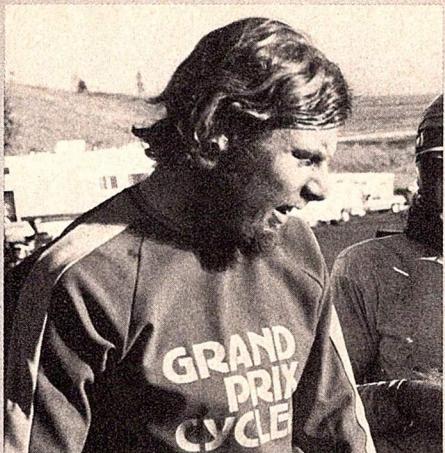
Wheelbase 56 inches
Ground Clearance 10 inches
Seat Height 31 inches
Track Weight 217 pounds
Weight Bias:

Front 46 percent
Rear 54 percent

CAPACITIES

Fuel 2.1 gallons
Transmission 1600cc
Forks 220cc





"I don't know, I guess I'm just ready for whatever comes up."

Forget this mindless worship of those pre-mix junkies riding international motocross. If you are interested in success and raw killer instinct, switch your attention to the cheap grifters and con men scrounging parts deals with neighborhood bike shops — the savage young punks riding the local pro class. Yelling, cursing, grinding their teeth, ambition burning in them like brain fever, these murderous hustlers have completely . . . *bought the dream*. Fame Fortune and a Factory Ride!

" . . . when a hard-core motocross hustler like Robison boards the gravy train for the first time and gets his shot at first-line equipment, he abruptly takes his Leap of Faith . . . "

Dave Robison has got it bad; ambition clings to him like some bloodthirsty leech.

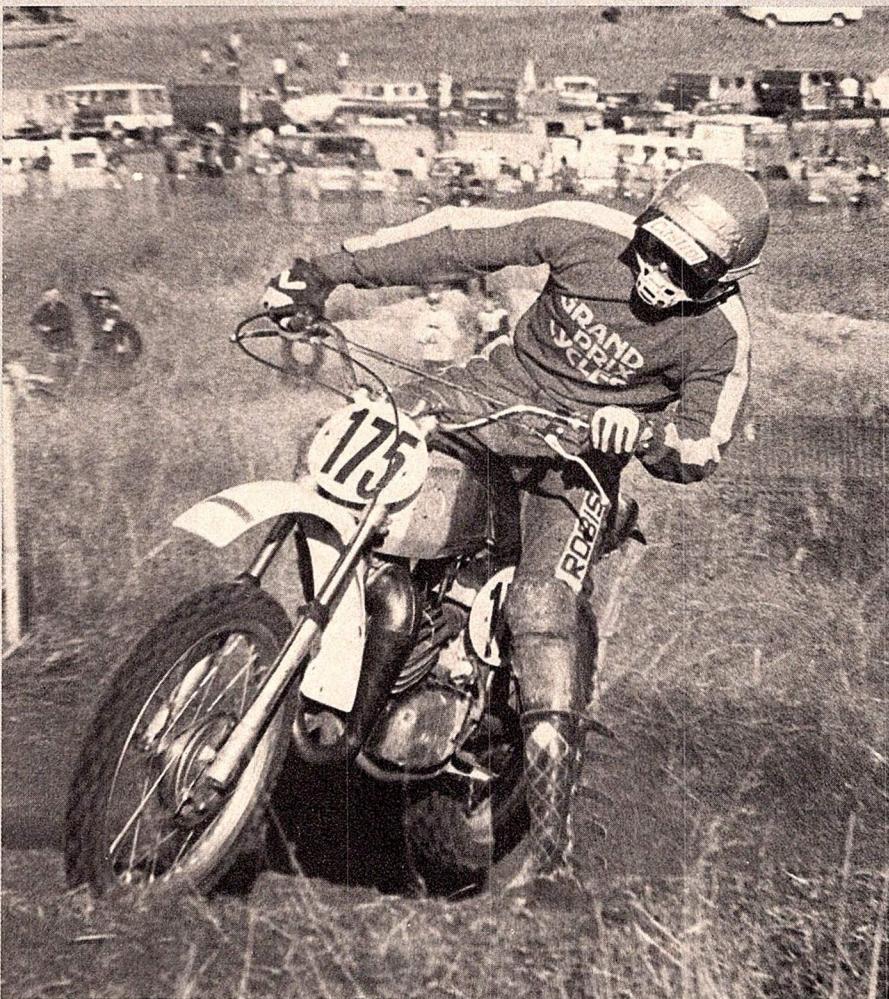
When Robison, 19 and penniless, latched onto a sponsorship with northern California's Grand Prix Cycles a year ago, he envisioned a glowing future of raceday payoffs and a Trans-AMA Support class assault. Now, still broke, at the end of an erratic, year-long trail of sponsorship changes and broken motorcycles, Robison is back again with Grand Prix, still yearning for a shot at the summer circuit, still waiting for his talent to prevail.

The Grand Prix sponsorship turned up last year just as Robison's own racing program began to falter

Continued

Chasing the Motocross Dream is a full-time job. Robison has a part-timer

too, to pay the rent and buy the peanut butter and honey.



The Strange Madness Of The Local Pro

Story and Photography by Michael Jordan

You probably don't know who Dave Robison is. And that's the point

The Strange Madness

under the burden of two wasted MX bikes and an anemic savings account. Though he had built a reputation with his Suzuki in the 125 class, Dave blundered into his ride with the local pro's typical combination of hustle and rare good luck.

"See, I'd go riding at the Santa Clara PAL track almost every weekend. And Ian, who owns Grand Prix, would be there half the time, and I could *smoke* Ian no problem, y'know? And the two times Ian ever watched me race I won on this junky Suzuki. So he figured, y'know, I was *really* good. And then Terry, a friend of mine, would walk straight up to Ian and say things like, 'WHEN are you going to give Dave a bike! He's the fastest 125 rider around here, and he *needs* a good bike. His Suzuki's a worn-out PILE!!' Terry would do this all the time. So I got this call about a 400 CZ."

"Money, or having your parents' support doesn't make you better. If you want to win, you'll find a way . . . somehow."

Incredible; a few niceties over the phone and Robison found himself catapulted into the big time. Of course, a few details always remain to be worked out: such as who owns the bike, who pays for the parts, and how the winnings will be split. After all, a shop sponsorship hardly qualifies as salaried employment. In this case, Grand Prix found itself holding a bagful of red-frame CZs and needed one at the races for promotion.

Still, when a hard-core motocross hustler like Robison boards the gravy train for the first time and gets his shot at first-line equipment, he abruptly takes his Leap of Faith, admitting openly that he has taken aim on the whole enchilada; it's time to halt all this aimless weirdness and get *professional*.

"I never thought I could be a pro, hardly. You know, those guys are *fast*. Some of my friends think you have to be born to be a pro. Now I think it's *possible*, but you gotta really work. If you don't want it a lot you won't try hard enough. And you *ALWAYS* have to have the best

equipment, no matter *how* you do it . . ."

Indeed, after four months aboard the CZ, Robison grabbed an opportunity to ride a 250 Husky for a furniture entrepreneur with a grand scheme for a Trans-AMA program. Six weeks later Robison's hopes went belly-up when the furniture hotwire blew the racer up while trail riding, and lost interest. Dave was idle on a race weekend for the first time in 18 months.

Wearily, Robison put his Suzuki back together and began cadging rides on friends' 250 Maicos, impressing but seldom finishing. Then Trophy Cycles, the Bay Area's foremost Maico dealer, began laying parts and even a new motor on Robison for the local qualifiers. Finally, Trophy lined Dave up for a then just introduced RM125 Suzuki. The next week the shop began a long death spiral into bankruptcy, squeezed out by the financial climate. Wasted, frazzled and otherwise strung-out, Robison took a vacation to Canada.



Who needs a flashy van when you've got grit?

Back again now on the high wire with Grand Prix's 250 Falta CZ, Dave is still hustling the frantic low-life of the local pro. Living in a cheap, barren duplex with a friend, eating peanut butter and honey sandwiches for dinner, Dave scrapes along welding pipes for his friend Jim McGreen at Protopipe. After all, if the take-home pay is erratic, at least Jim is really loose about working on the CZ in the shop and taking off for practice sessions at a local cycle park every week. It is a cruel, brutally demanding life; there's never enough money to do anything but keep his racer and mangy '64 Ford van together. But it's a life that keeps Robison totally

in touch with racing . . . feeding the reservoir of energy required for a big effort on race day.

"I think it all really depends on how much a guy wants to win. It's easier if you have money. But you can't win unless you really want to. More than anything. Money, or having your parents' support doesn't make you better. If you want to win, you'll find a way . . . *somehow*. Like the real fast experts, like Jim Turner, when he wants to pass somebody, he goes totally crazy . . . berserk. He's always had his bikes paid for, but he still wants to win bad — *every race*. So he does."

Ah, yes . . . skating along on the thin edge of bankruptcy, with only raw talent to back him up, the local pro relies on bloodcurdling fanaticism to see him through. An

"Six weeks later Robison's hopes went belly-up when the furniture hotwire blew the racer up while trail riding, and lost interest."

instinct for the Main Chance — it's the honky-tonk pro's secret weapon. Keep conning sponsors, ride other people's bikes, borrow money right up to your freaking eyeballs! *Outlast* those greedheads with flashy vans and wheelbarrows full of money. For every motor home wonder there is a rider like Robison who bought his first motorcycle out of paper route receipts.

Out at the track now, kicked back in someone else's van while the local yuks gawk at his sponsored bike, with a little margin on disaster for the first time in a year, Robison reflects on the full, pleasant life of adulation enjoyed by the local pro. Surely the Dream cannot get any better than this?

But still this eerie compulsion in the blood! *Aargh* — that goddamn leech is moving again, bubbles of highly toxic poison swirling through the bloodstream. *Twisted*. Robison's ambition won't let him go.

"You can't make it just off winning locally, not even in L.A., I think. It would probably be good for me to move to Oregon or Washing-

of the Local Pro

ton and race . . . and then I have this thing where a friend wants me to move to Sweden and race with him around where he lives, there. But after racing all the qualifiers I can get to for Grand Prix, I ought to have it together for the Trans-AMA.

"I don't know, I guess I'm just ready for whatever comes up. Whatever it is, I'll take advantage of it. I'm always sure that *something* will come up."

Because nobody really *knows* how the transformation from local pro to motocross ace happens, hustlers like Robison find it useless to concoct big-time strategies. Dave figures that by getting down in the pit and punching it out with all the other talent crashing around, he might produce the necessary magic. Survival seems to be the only game in town . . . just jump in the tank full of mean-eyed, foul-tempered sharks where the only hard and fast rule is — *eat the wounded*.

"You gotta make sure people see you somehow and stuff like that. A year ago nobody knew who I was. They just saw somebody on a Suzuki riding around . . . and, as Terry says, they thought I was lapped, because I was up front on this trashy bike. Now I'm doing good and people know my name. Plus I *try* and ride with a style that looks better, so people will notice me more. But sometimes I find a jump that's easy and I try and go *far* . . . farther than anybody, so people will just stand underneath the jump and watch me."



Conning parts for the weekend.

See, there it is again. Beneath a shell of sober dedication, these cutthroats are stone maniacs. The road to stardom is so twisted and obscure that plunging off jumps in a blood frenzy seems the only sane alternative. Even fairly rational gamesters like Robison appear baffled by the method of attaining professionalism. To these poor geeks, the Big Time is like another dimension: elusive, bizarre, mysterious. You can always tell the riders who have spent too long on this brutal hustle. They're hopeless, burnt-out hulks twitching compulsively as the one minute sign comes up . . . pitiful basket cases.

Maybe this explains the aimless gibberish often passed off as wisdom by aces and low-life grifters alike; frustration forces them to a

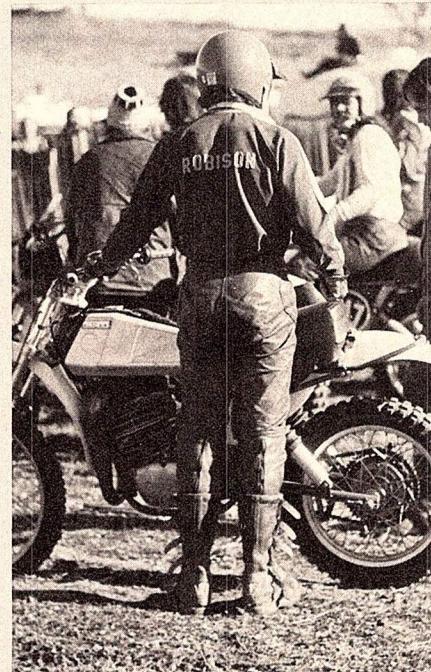
"The road to stardom is so twisted and obscure that plunging off jumps in a blood frenzy seems the only sane alternative."

reassuring belief in the inevitable cosmic reward of true grit. In reality, they haven't a clue. It just happens, that's all . . .

The motocross hustle is open to anyone with the courage to buy the Dream and then let it happen. But the Big Time? Who can tell? So the hustlers just wing it, imitating every nuance of the motocross ace's act: flashy vans, red-line mentality, arcane catch-phrases. Much of what

is considered rude and hostile about their behavior is simply a hard-core attempt to project Big League vibrations.

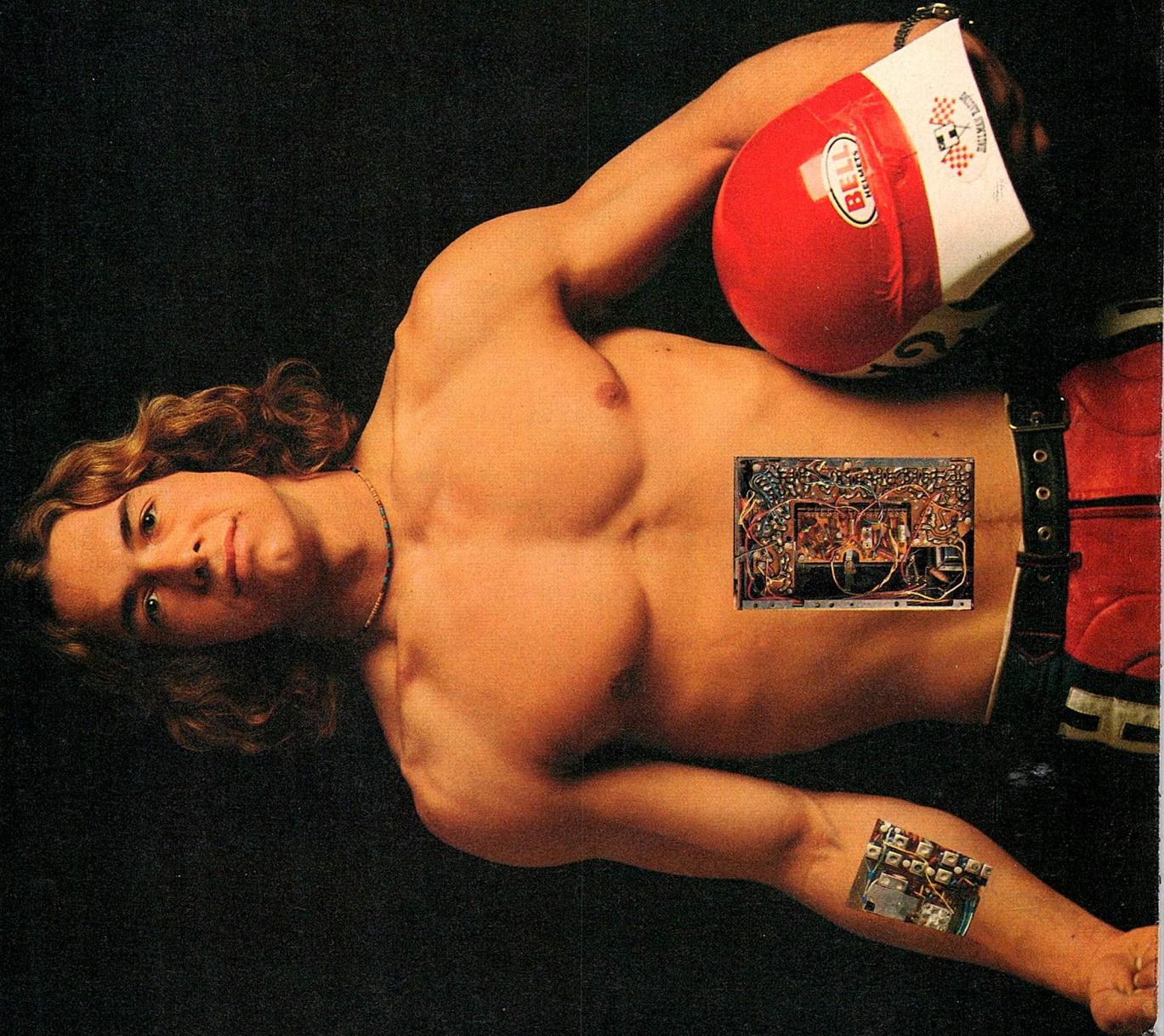
. . . Press the whole mother-jumper clear out to the complete freaking edge. Maybe someone will notice, y'know? Rev it up, run it up . . . every boiling, neon-glow, live-wire, mega-volt gesture right out to the thin, scary edge. Plenty of people can ride well, but can you compete and survive? Maybe if your karma is pure and fine enough and if your supernatural timing hasn't failed you — Shazam! Captain Marvel at your service, ma'am: a Genuine Factory-supported Big League Pro Motocross Racer. Madness . . . terrible madness.

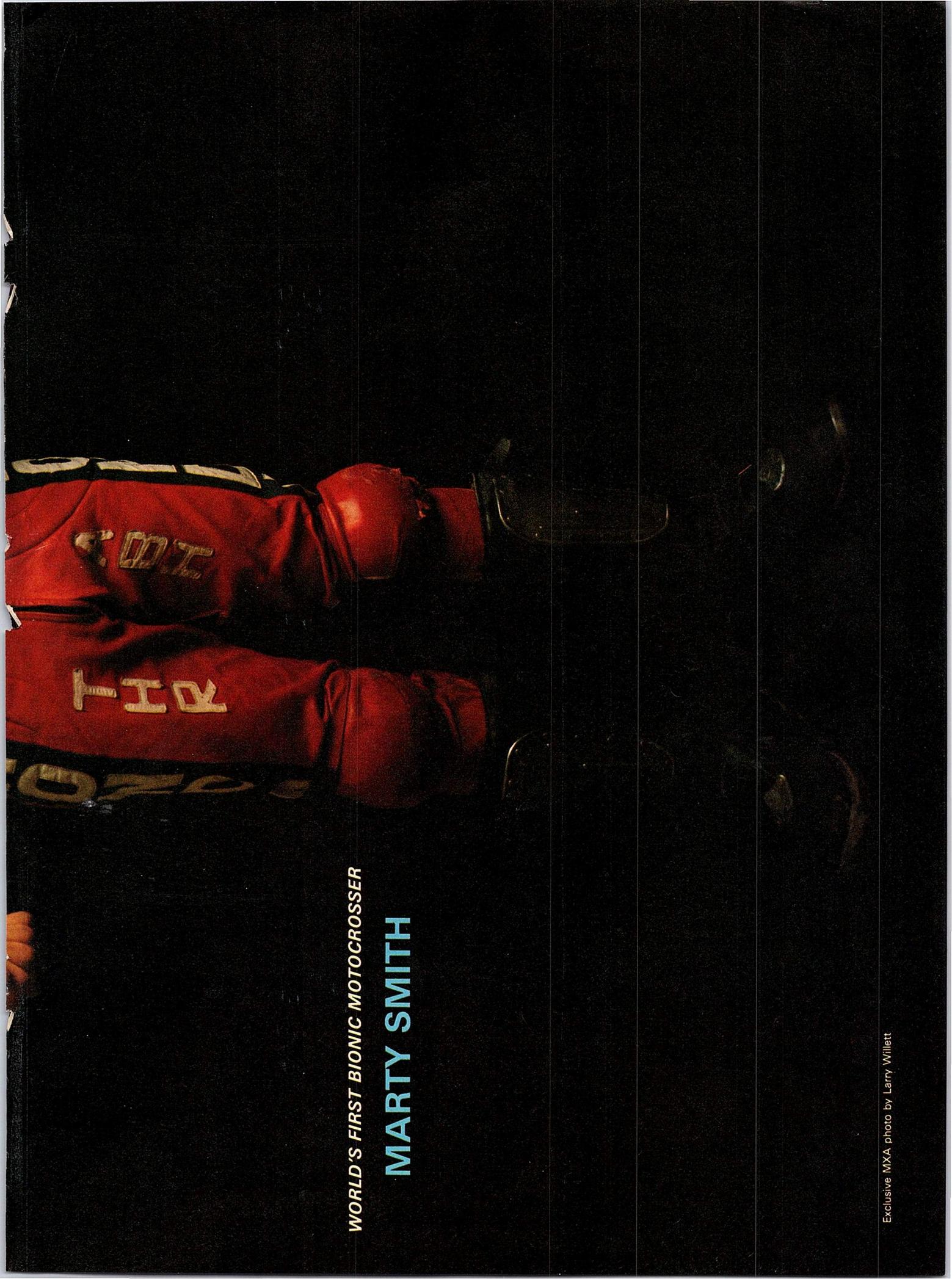


Down in the pit with the rest of the talent.



"Sometimes I find a jump . . . and I try and go *far*."





WORLD'S FIRST BIONIC MOTOCROSSER

MARTY SMITH

product evaluation

TOOL KIT TANK SEALER

A temporary or permanent cure for an engine or gas tank leak. It works, and it's cheap! By Dick Miller

Awhile back when I was preparing for one of the Baja races, I noticed a sealant product in the auto parts section of a local store. What caught my eye was the photo on the



package which showed the sealing of a gas tank. Even though it was an automobile gas tank, I figured it would work the same on a bike — that is, if it *did* work — so I bought it to carry in my kit for the Baja race.

I never got a chance to try it during the race, so I threw it in my toolbox. While we were out testing some bikes and products one day, the RM370 Suzuki developed a crack in the gas tank. We were later to find out that this is a problem that has developed on quite a few of the RM250s and 370s. This was as good a time as any to try out the sealer.

I wiped off the area with a rag and left the gas in the tank. It was almost impossible to keep the crack dry because of the gas vapor, but I did the best I could with the minimal effort involved.

The sealant is a strip of material that is similar to children's modeling clay, and is 14 inches long. The

material is yellow on one side and blue on the other. According to the instructions you're supposed to tear a piece off, allowing enough for whatever you're fixing, and then knead the strip between your fingers until it turns green. Now we all know that yellow and blue make green, right? Well in this instance they make green and seal a leak. It actually worked!

When the material was green I rubbed it into the crack and then molded it till it was smooth and blended with the contour of the tank, then let it set. The tank hasn't leaked since.

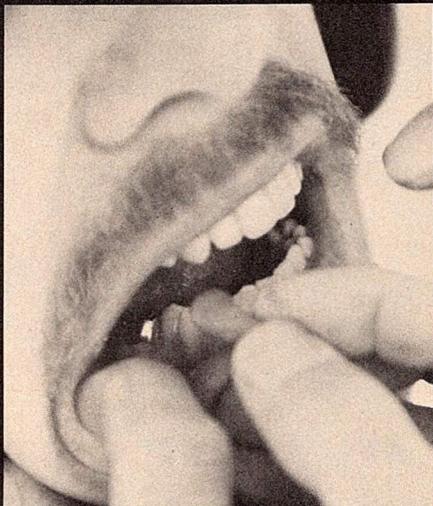
The instructions state that you can sand it down and paint it after drying, but I left it green. It sure as hell lasts longer than the bar of soap I used to carry for gas leaks, and the cost isn't much different. One thing for sure, it'll save a race day for you should you develop a similar problem.



The RM's alloy tank cracked at the weld in back of the fork crown. A shop rag and a quick wipe was the only preparation.



The green Duro E-Pox-E Ribbon is smeared into place. Simple! I rode it soon after using it, and the leak never reappeared.



There was some excess sealer left and Baz had a toothache. The Duro E-Pox-E made a dynamite tooth filler, but now the Bazzer can't open his mouth. And all for only 97 cents!

*Something giggles,
no one laughs*

trans-ama **LIVERMORE, CALIFORNIA**

by Mike Kerley

Photography by Dick Miller,
Paul Boudreau and
Mike Kerley

Geographically speaking, the Trans-AMA Series was on the downhill stretch as it partied south along the west coast towards San Francisco and Los Angeles. Chronologically too, since the two California races would be the last of the Series. But perhaps more importantly, there was a sense of anticlimax that moved south with the motocross caravan into California, a sense that it was all

On a day when everyone else was doing something spectacular, even if it was wrong, Tony D. unspectacularly picked up his second Trans-AMA victory.

over and that no real good would come of prolonging the show. The two California rounds of the Trans-AMA would be nothing more than curtain calls, and curtain calls invite disaster. Ask Richard Nixon.

On a conscious, rational, pre-race level, these misgivings did not seem

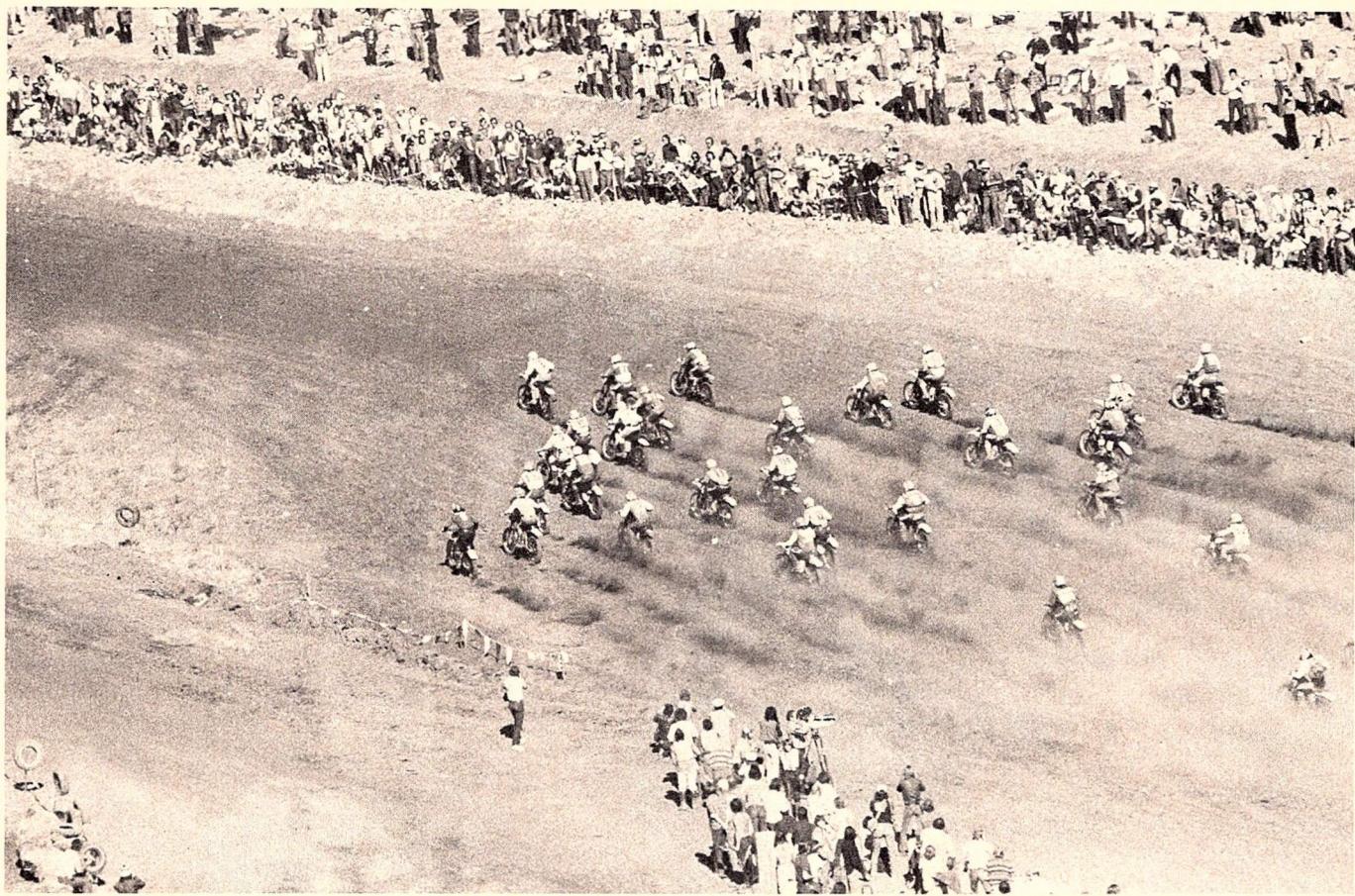
to make much sense. This, after all, was San Francisco, or at least Livermore, and the Frisco race was always a good time. Mini-bike races on Friday night in Richmond, legions of knowledgeable, friendly fans, and big-time race promotion which made the whole thing seem almost, well, *professional*. Even the track was good, sometimes, and you could almost count on the weather to be obliging. So what could be so bad?

Hard to say, but it's there nevertheless. The sun is already up and doing its imitation of a Council of Tourism ad when the truck pulls into the narrow, dusty parking lot at the base of a series of high, rolling hills. A road, forbidden to anyone who's not an intimate acquaintance of the minor league *fuhrer* at the gate, snakes up the side of the hill,

Continued



Carnegie's uphill start showed where the sheer power is: Kawasaki, Honda, Maico, Husqvarna and then everyone else.



crowded with buses and pedestrians. The drill is: park your car and either walk up the hill (it's a long, steep mother, and while some do, most don't) or stand in line and wait for your place on one of the buses. Trouble is: where do those buses go? They snake up the hill, disappearing over the top into nothingness, along with their wriggling cargos of people and ice chests and God knows what all, then reappear, later, empty.

What happens up there? Someone suggests there's no race at all, just a giant lettuce field with armed guards keeping an eye on all this free labor. "We'll take the beer, boy, you keep the Gatorade. You'll need it. Now get on out there for the glory of California agriculture."

Someone else laughs — weakly, sure, but then it's only 8:30 in the morning. We all go up the hill. We don't take a bus. *Fear and Loathing in Livermore* would be a good title for all this suggests someone, that is, if most of it hadn't already been used. How about *Fear and Cirrhosis*, then? The giddiness is starting to build.

But once in the pits, things get back to normal. And stay there. Stay



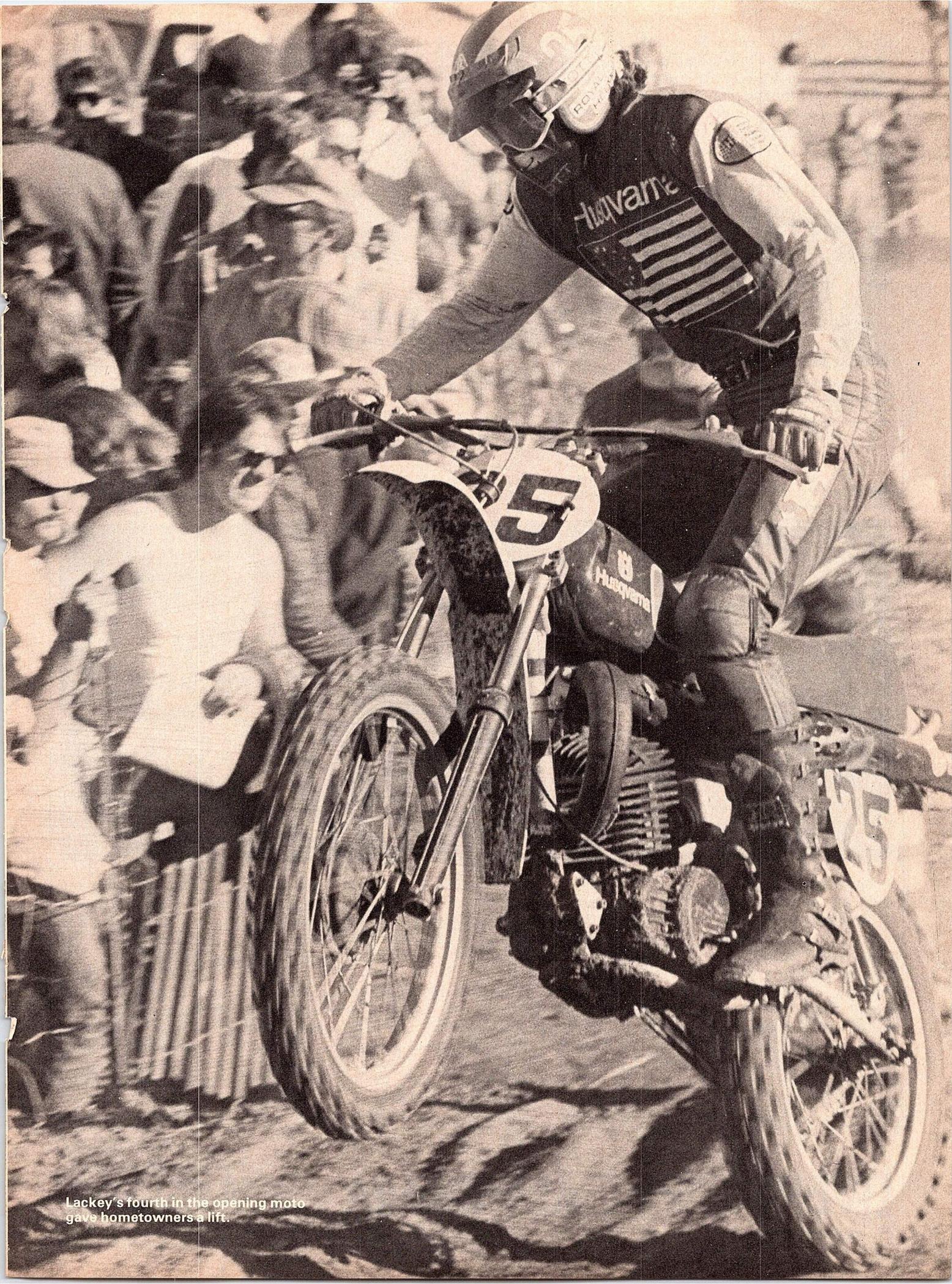
Tommy Croft was so far out in front for most of the first moto that he lost concentration and almost got nipped by Ellis at the end.

there while Tommy Croft grabs the holeshot, motors away up the long start hill and quickly builds what has got to be an insurmountable lead. Stay there while Jimmy Ellis cuts his way through a few slower riders and goes after Croft, counting on a mistake. Stay there while Tim Hart breaks his wrist and Kenny Zahrt has a momentary go at self-



Smith's race to catch up in the second moto was awe-inspiring to watch, and a bit scary if you happened to be on the same track with him. He was obviously not amused.

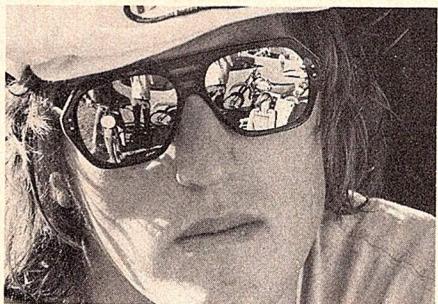
LIVERMORE, CALIFORNIA



Lackey's fourth in the opening moto
gave hometowners a lift.

immolation (see *Berm Shot*). Stay there while Croft takes the checker, with Ellis a lot closer behind than anyone would have thought possible when the race was half over.

Aside from a broken plug wire that puts Roger DeCoster out of action at the start, things are pretty



Gerrit Wolsink reflects on a world which has Billy Grossi in it.



Jimmy Ellis picked up his sixth overall win in a series he'd wrapped up long before.

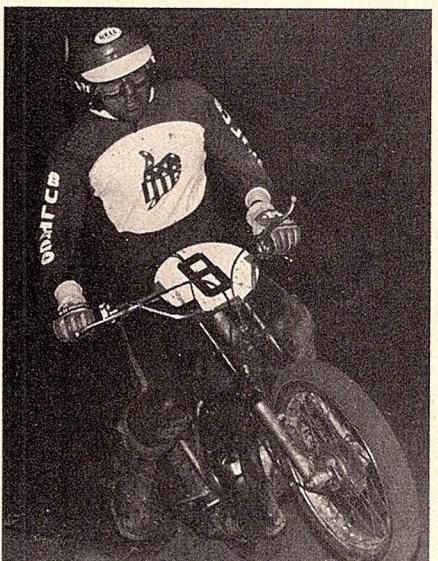
normal for most of the first International moto, too. Gary Semics uses that superior Kawasaki power and his newfound confidence to grab the lead, with Jim West, Pierre Karsmakers, Steve Stackable and Marty Smith strung out close behind. Then Stackable moves into the lead, holds it for a few laps, and relinquishes it to Smith, riding like a berserker after his second Trans-AMA victory. Then Stackable breaks. So far everything is very normal.

Then it happens. With Smith in a comfortable 15-second lead, followed by Jim Weinert and Tony DiStefano, you glance up at the range of hills which form the natural amphitheater in which the Carnegie

Continued

BABY HUEY WINS MINIBIKE GRAND PRIX

Tripes and the minimonster: A 30-horsepower holeshot machine.



Livermore, California — The scene was tense. Baby Huey, known to most as Marty Tripes, wanted the win badly. He had come to the race loaded for elephant. His mount, a highly modified Bultaco Tyrone with a gigantic 250cc Pursang engine shoehorned into it, was the sword in the stone. If Tripes could learn to master the vicious minichop in two heats, then victory in the final event would be his. After all, who's going to beat Marty Tripes on a 250

In the celebrity support race, Editor Miller gets last-minute instructions from Brad Lackey while Don McGee

looks horrified. MXA contributor Jim Gianatsis won the event after Miller went down in the mud while leading.



mini? Unless, of course, the wicked beast ate him alive.

Heat one: Tripes gets no traction on the start and spends the moto wrestling the wild Tyrone in mid-pack.

Heat two: Again a poor start, but now he's beginning to get the feel. By the end of the race he's confident, even up on the pegs in classic Tripes style.

The Final Event: Earl Lyons, Marty's race mechanic, looks good to

win on his XR75. Lackey is hot but his machine is cool. Bob Harris was impressive in practice, as was Eric Crippa, Howerton's mechanic. But all eyes are on Tripes.

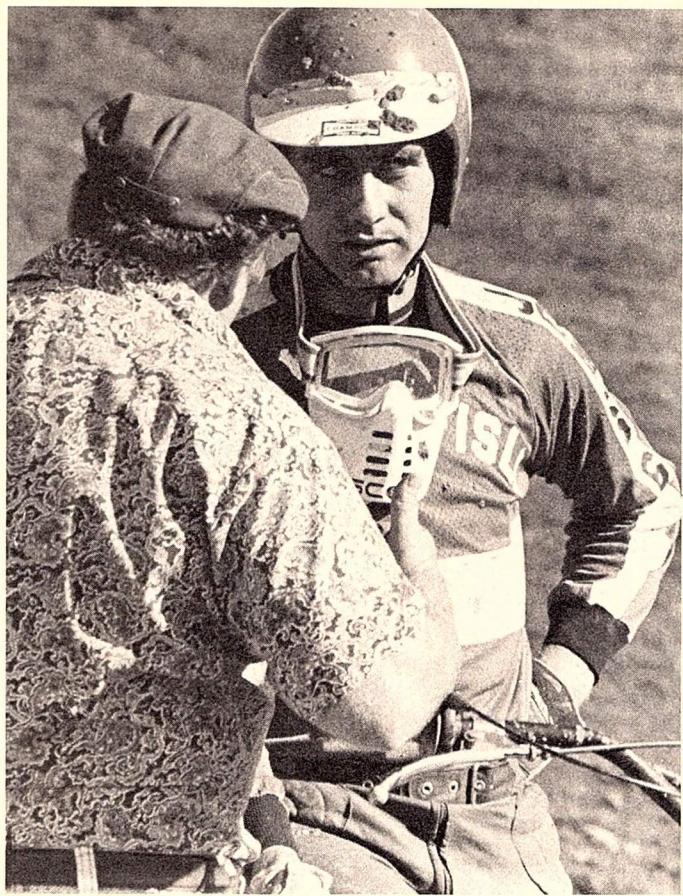
As the starting grid forms, Tripes takes a practice holeshot. No traction. He tries again. This time the potent minimonster hooks up and shoots him forward like a fueler. He smiles a very knowing smile. At that point it was all over except for the running of the laps.

Opposite:

During his second moto charge, DeCoster passed everyone except DiStefano and the big jump on the start/finish straight. (BOUDREAU PHOTO)

LIVERMORE, CALIFORNIA

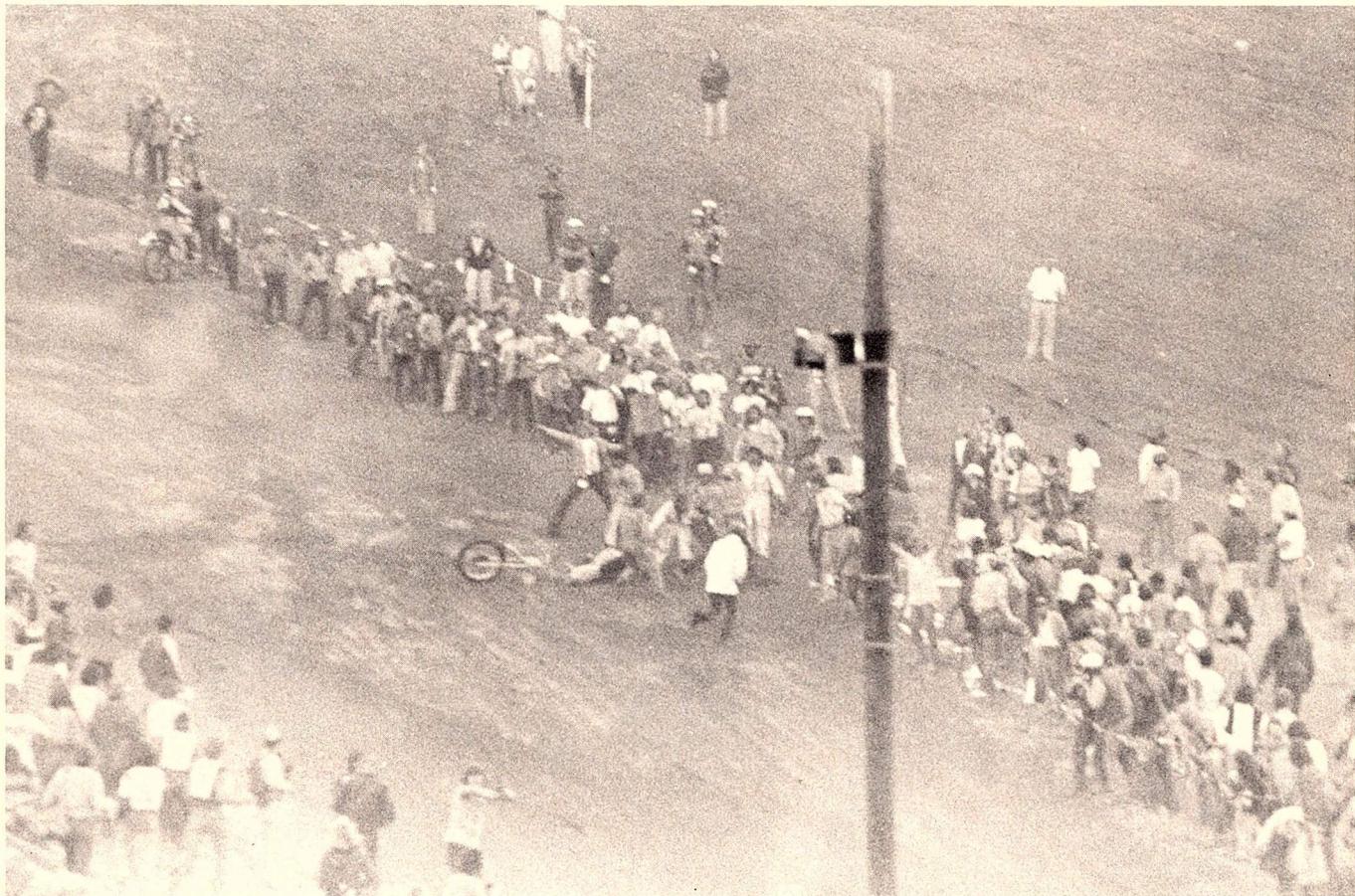




It was just another one of those days for Don and Gary.

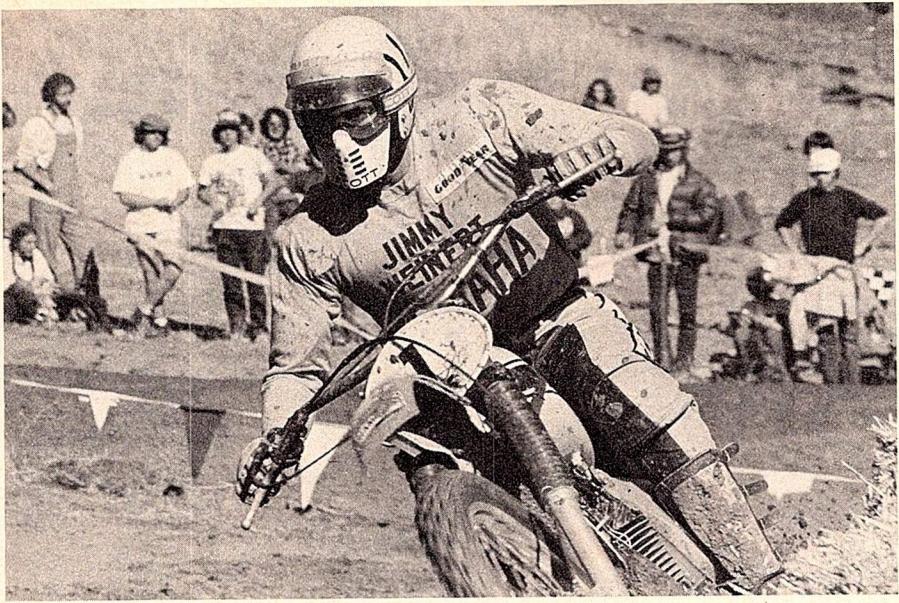


Moto doctoress tells Tim Hart what he can do with his broken left wrist.



Seconds after the big get-off,
DeCoster's dismembered bike is pulled
from the track.

LIVERMORE, CALIFORNIA



Even slamming a berm with his body instead of his bike couldn't keep Weinert from finishing second overall.

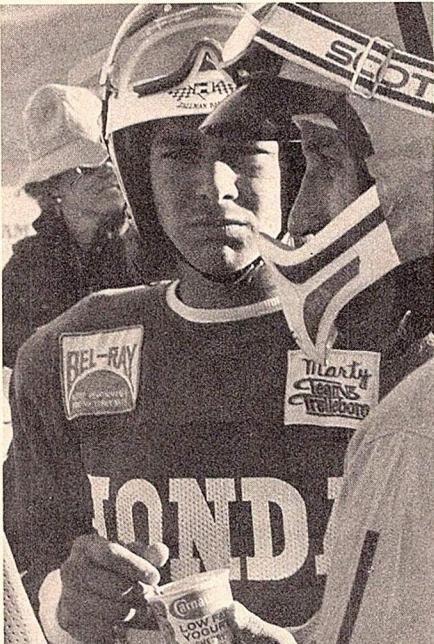
track sits just in time to see . . . a great mother truck tire bounding down the hill through the packed crowd, careening off bodies and finally narrowly missing a rider as it bounces crazily into the air across the track, flying high in the dust. People in the mechanics' signboard area are scattering like someone just yelled, "GRENADE!", and only the starting gate stops the thing from continuing on into the crowded pits.

It's the craziness. Someone has rolled a 16-inch truck tire and rim down that hill, sending three people to the hospital in serious condition. The madness, implicit all day long, has struck. No one even seems much surprised.

It takes a long time for the ambulances to get back, and it's so late, the light fading from Carnegie's bowl in the hills quicker than a priest leaving a wake, that it's decided to run the International class off again while there's still some light. So off they go, the scream of the two-strokes the only loud thing in a suddenly muted theater.

It is almost eerily quiet as Marty Smith outfights Gary Semics for the holeshot, only to lose it when his front wheel washes out following a steep, downhill left. It stays quiet as Semics fights to keep the lead, losing it to Jim West who loses it to Tony DiStefano. It seemingly ignores the excitement of Roger DeCoster knifing through the pack toward DiStefano's back, and of Marty Smith's all-out charge through

Cont'd. on page 67



Marty's secret revealed. Low fat cherry yogurt between motos is the key.

RESULTS LIVERMORE TRANS-AMA

500 INTERNATIONAL

- 1) Tony DiStefano (2-1) Suzuki
- 2) Jim Weinert (3-4) Yamaha
- 3) Marty Smith (1-8) Honda
- 4) Gary Semics (5-6) Kawasaki
- 5) Gerrit Wolsink (10-2) Suzuki
- 6) Jim West (7-5) Maico
- 7) Kent Howerton (9-7) Husqvarna
- 8) Brad Lackey (4-12) Husqvarna
- 9) Gaylon Mosier (8-11) Maico
- 10) Rich Thorwaldson (13-9) Maico
- 11) Kojii Masuda (11-13) Suzuki
- 12) Stuart Nunn (15-10) CZ
- 13) Ron Pomeroy (12-14) Bultaco
- 14) Charles Sun (14-17) Husqvarna
- 15) Steve Stackable (29-3) Maico

250 SUPPORT

- 1) Jim Ellis (2-1) Can-Am
- 2) Tommy Croft (1-3) Honda
- 3) Buck Murphy (6-4) Can-Am
- 4) Don Kudalski (5-5) Honda
- 5) Mike Runyard (4-7) Can-Am
- 6) Terry Clark (7-6) Husqvarna
- 7) Dan Turner (15-2) Yamaha
- 8) Mike Kessler (3-16) Husqvarna
- 9) Ken Zahrt (10-11) Ossa
- 10) Gunnar Lindstrom (11-14) Suzuki

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SADDLEBACK, CALIFORNIA

Tony DiStefano's victory and Jim West's death were the high and low points of the poorly-attended Series finale

by Mike Kerley

Photography by Dick Miller, Paul Boudreau,
Marcia Holley and Mike Kerley

With DeCoster out and Wolsink wishing he were somewhere else, Tony D. notched wins in both motos. But it wasn't easy.

"We're here because we had an appointment." —Gerald Ford

It seemed that the 1975 Trans-AMA Series had truly shot its bolt, fully explored its potential for good racing and bad vibrations by the time the factory trucks and privateer vans pulled into the Saddleback pits for the last round. What else could happen?

The Series had been locked up two weeks before and the winner, Roger DeCoster, wouldn't even be making a guest appearance on the starting line because of his accident at Livermore. DeCoster's scratch meant that only one European rider would make the start — discounting a couple of little-known Italians, who, much like Alvin, were only looking for a good time.

First American had already been locked too, the honors for the year going to Tony DiStefano. The only uncertainty in that department was whether Tony would be able to edge into second place in the Series standings ahead of Gerrit Wolsink — an unlikely event, but possible, since Wolsink has the same attitude toward Saddleback as he does toward tooth decay.

Continued



*Opposite:
The personnel behind DiStefano
changed from lap to lap, but the results
were always the same. (Miller photo)*

SADDLEBACK, CALIFORNIA

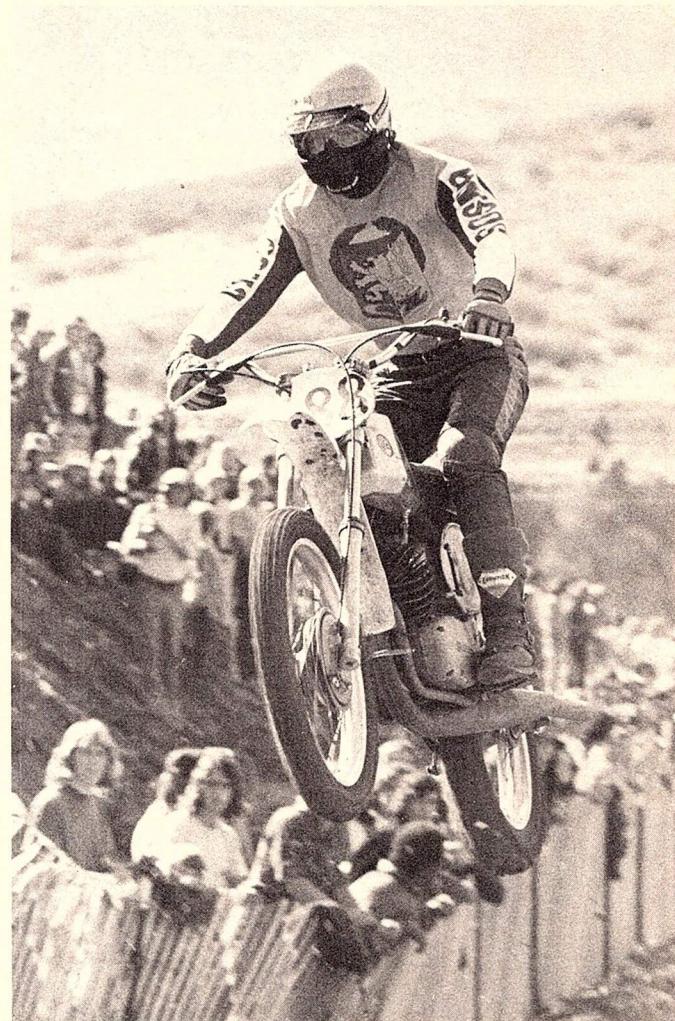
Rich Thorwaldson takes his life into his hands and lays the pass on Koji Masuda.



Jim Ellis always rides with enthusiasm. Moments after this was taken, that enthusiasm cost him a dislocated shoulder.



Wayne Boyer turned in a fine ride in the first moto, holding off Eierstedt's charge to take the win.



Semics and Stackable saw a lot of each other at Saddleback. It's the second moto, and Semics has just passed Stack and is going hard after Tony D. He almost caught him.



Opposite:
There wasn't much sentiment involved in Stackable's last Maico ride. Between motos he held a garage sale: one Maico, as is, \$1600.



SADDLER

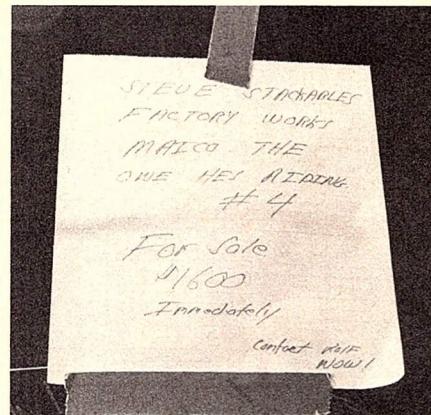
SADDLEBACK, CALIFORNIA



Another Saddleback non-fan, Brad Lackey still finished third.



Kent Howerton got both holeshots aboard a very fast Husky.



Between motos, Stackable sponsored a garage sale.



An unenthusiastic Wolsink went fast enough when he had to finish fourth. Ho-hum.



Semics gave DiStefano something to think about all the way to the wire in moto two. (Holley photo)



Eierstedt took advantage of home soil to pick up his first overall of the Series.

In the Support Class, Jim Ellis had wrapped up his title long before, and the only question — the most interesting of the day — was whether Rich Eierstedt could register a convincing enough performance on his home track to keep the unemployment wolf from his door.



Rocket Rex Staten lived up to his name in the early going aboard his Bassett-prepared Suzuki, but when the brakes went out so did he.

Southern California motocross fans seemed to sense the unimportance of it all. Put off by high ticket prices (as were fans all around the circuit in 1975) and unimpressed by a promotional campaign which was, at its loudest, low-key, they stayed away in droves. The hills surrounding the course were mostly bare, and it took no more than 15 minutes to break free of the traffic jam at the end of the day. Unfortunately, no one who was there was able to break free of what happened during the race.

Continued

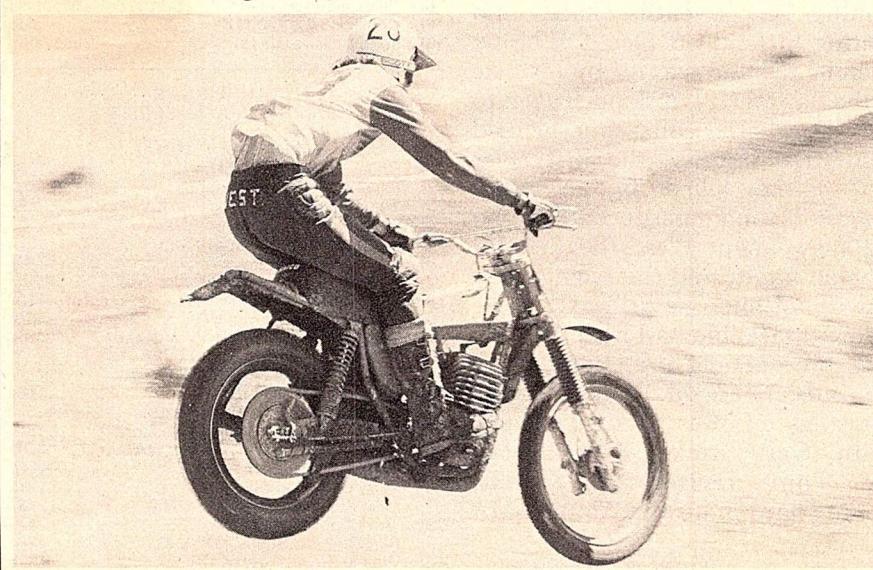
JIM WEST, DEAD AT 23



Livermore Trans-AMA, November 23, 1975 — Marty Smith gets the holeshot in the second moto but eats it on the uphill hairpin. Breaking loose from the squad of Maicos trailing behind, Jim West rockets into the lead. Coming around on the third lap he's pulled away from the pack and is enjoying his finest moment. Down the long straight past the pits he's in top gear with the hammer all the way down. Nothing stays with him except the whirlwinds dancing alongside his

screaming Maico. Jim West is at the peak of his long and distinguished career.

One week later at Saddleback, Jim West is dead. A hard crash early in the first moto took away the spirit that made him great. The trouble with losing a person like Westy is that, for the friends who knew him, the family that loved him and the lady who built her life around him, there is no filling the empty space. Our world is less than it was before.



SADDLEBACK, CALIFORNIA



Foxy pit woofie, Saddleback-style.

Wayne Boyer picked up the first moto Support victory aboard a Sosna-prepared CZ, after Jim Ellis overcooked a turn and dislocated his left shoulder. Eierstedt, the victim of a bad start, had to work his way through the pack before he could challenge Boyer's margin, and the final lap was frantic as the Honda rider tried desperately to break into the lead. But Boyer managed to hold on for the win, fighting off Eierstedt's charge for a well-deserved victory.

Ten minutes into the first International moto, Jim West was running in seventh place and fighting to hold off Gerrit Wolsink when he fell and was hit by his bike on the Banzai Hill upslope. Taken to the hospital after collapsing, he died of internal injuries, the first rider ever to be killed in an AMA professional motocross event. But no one knew about West's death until late that night, and the racing went on without him (*see sidebar*).

Steve Stackable had held the lead since the opening lap, fighting off the advances of a five-pack consisting of Rex Staten, Marty Smith, Gary Semics, Brad Lackey and Tony DiStefano. Staten, pushing hard in his first Trans-AMA

Cont'd. on page 69

RESULTS SADDLEBACK TRANS-AMA

500 INTERNATIONAL

1)	Tony DiStefano (1-1)	Suzuki
2)	Gary Semics (6-2)	Kawasaki
3)	Brad Lackey (5-3)	Husqvarna
4)	Gerrit Wolsink (4-4)	Suzuki
5)	Steve Stackable (3-5)	Maico
6)	Jim Weinet (8-7)	Yamaha
7)	Marty Smith (2-13)	Honda
8)	Rich Thorwaldson (10-8)	Maico
9)	Kent Hoverton (9-10)	Husqvarna
10)	Marty Tripes (7-17)	Bultaco
11)	Ron Pomeroy (14-11)	Bultaco
12)	Stuart Nunn (15-12)	CZ
13)	Charles Sun (12-15)	Husqvarna
14)	Peter Lamppu (16-16)	CZ
15)	Rex Staten (30-6)	Suzuki

250 SUPPORT

1)	Rich Eierstedt (2-1)	Honda
2)	Tommy Croft (3-2)	Honda
3)	Wayne Boyer (1-4)	CZ
4)	Buck Murphy (8-3)	Can-Am
5)	Mike Runyard (7-5)	Can-Am
6)	Don Kudalski (6-7)	Honda
7)	Rick Burgett (4-9)	Yamaha
8)	Michael Stearns (10-10)	Montesa
9)	Chuck Lampe (12-11)	Maico
10)	John Dallaire (15-15)	Husqvarna

FINAL RESULTS 1975 TRANS-AMA SERIES

500 INTERNATIONAL

1)	Roger DeCoster, Belgium	1060
2)	Gerrit Wolsink, Netherlands	890
3)	Tony DiStefano, Morrisville, PA	851
4)	Marty Smith, San Diego, CA	588
5)	Jim Weinet, Laguna Beach, CA	522
6)	Brad Lackey, Pinole, CA	483
7)	Kent Hoverton, San Antonio, TX	455
8)	Jim Pomeroy, Yakima, WA	453
9)	Gary Semics, Lisbon, OH	370
10)	Pierre Karsmakers, Mission Viejo, CA	202

250 SUPPORT

1)	Jim Ellis, Oakdale, CT	1120
2)	Mike Runyard, Hacienda Heights, CA	640
3)	Rich Eierstedt, Norwalk, CA	610
4)	Buck Murphy, Long Branch, WA	595
5)	Tommy Croft, San Diego, CA	525
6)	Terry Clark, Lancaster, CA	515
7)	Mike Kessler, Farmingdale, NJ	432
8)	Tim Hart, Torrance, CA	429
9)	Rick Burgett, Sandy, OR	364
10)	Wayne Boyer, Poway, CA	220

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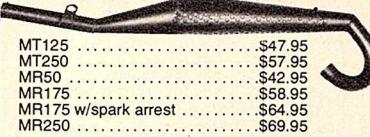
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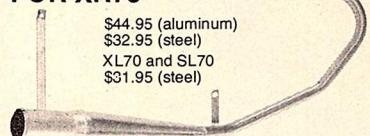
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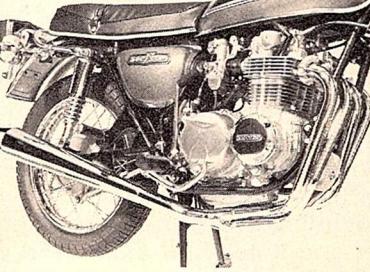
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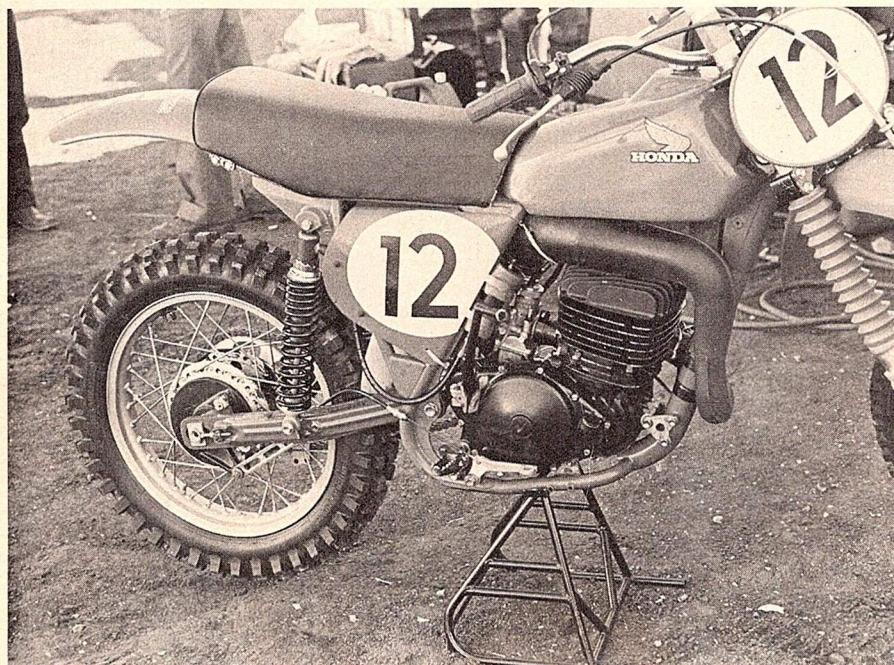
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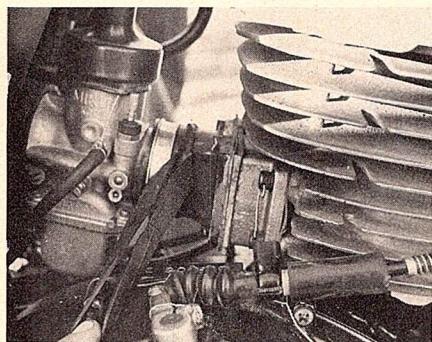
*What was used on the Trans-AMA bikes last fall, will be what everyone's trying to get hold of this spring.
Suspension is still the key*

by Paul Boudreau

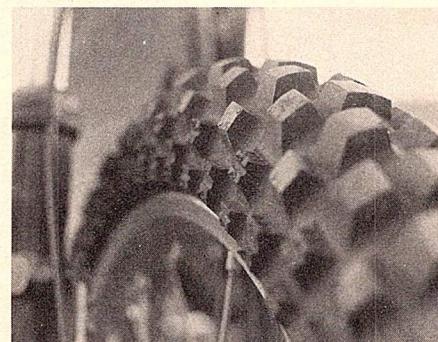


Marty Smith's Honda: This 400cc prototype model showed some early handling problems, but by mid-Series was tracking well. S&W forks and Monroe-S&W shocks kept things stabilized until the final race, when these Showa-Honda shocks with remote accumulators showed up on the

red rockets. Different bore/stroke combos were tried to work out power delivery, and a long stroke configuration was finally opted for. Early piston failures were rectified by the end of the Series. Open class production Hondas may well resemble this model.

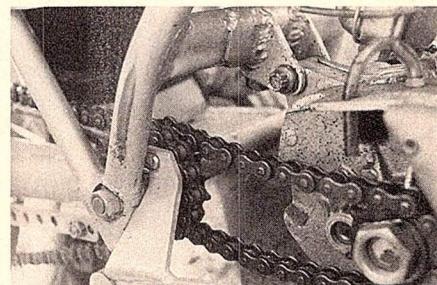


Powerhouse of the Series was the 400 Kawasaki ridden by Gary Semics. Reed valve induction tells much of the story.

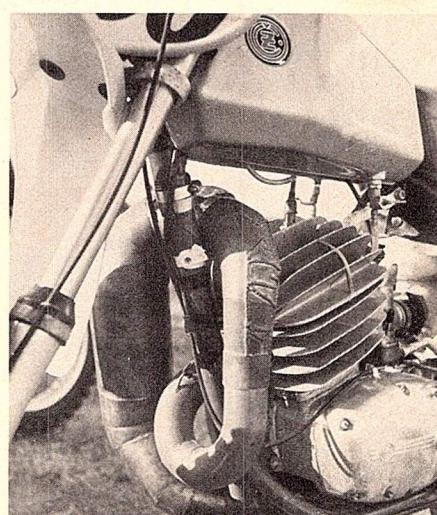


A wraparound Barum front tire was standard equipment on Brad Lackey's 360 Husqvarna.

Trans-AMA trickery for the 1975 Series was anything but trick. Racing teams long ago learned that bikes on the wrong side of radical tend not to finish 40-minute motos, not to mention a 12-week series. Therefore, the emphasis this year was on putting power to the ground.



Wheelsmith Motorcycles Maico: One of the best performing bikes of the Series was Gaylon Mosier's Wheelsmith 400cc Maico. Ten inches of rear wheel travel caused untold problems in keeping a chain on, until mechanic Rick Jones installed this jackshaft assembly. Front chain tension is maintained by eccentric engine mount holes and a push bolt on the rear mount. There is no slack in the system, and the unit is trouble-free. A similar setup appeared on the RC Honda of Pierre Karsmakers toward the end of the Series.

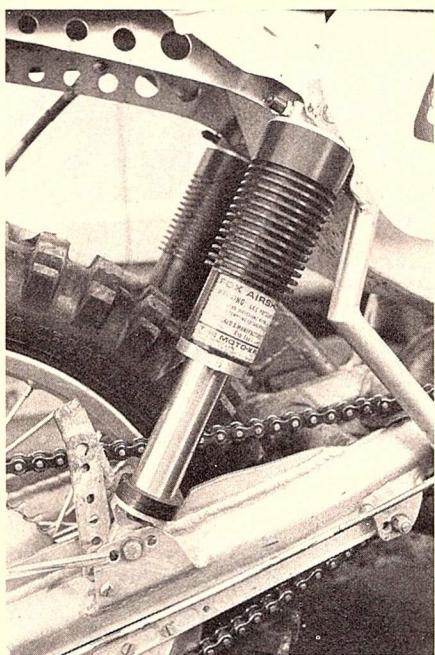


With long-travel suspension, low-mounted pipes are proving to be impractical. Snake pipes, first seen on the Jones Can-As last year, were put to good use on many of the private CZs.

Continued

MOTOCROSS/APRIL 1976 55

TRANS-AMA



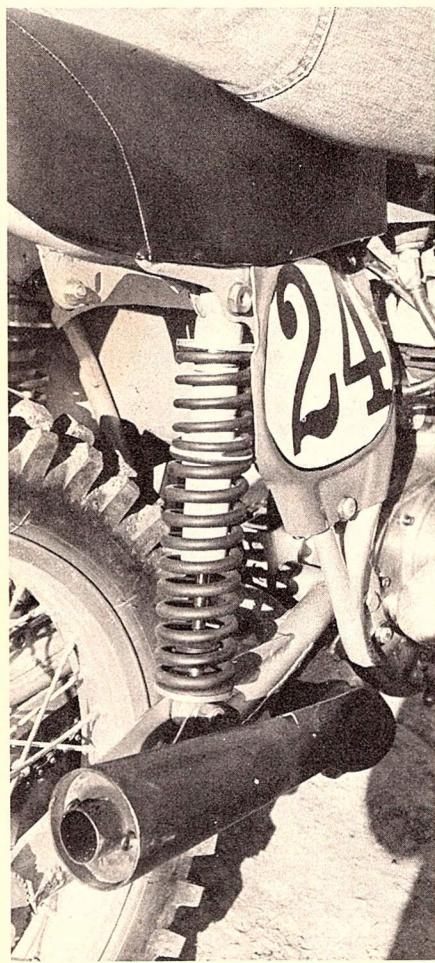
Steve Stackable experimented with different shocks almost every race. These air shocks, manufactured by The Moto-X Fox, provided adjustable springing and damping via air pressure.



The Moto-X Fox also provided these fork sealing assemblies for Stackable's Maico, to contain an air pressure system for the front suspension.



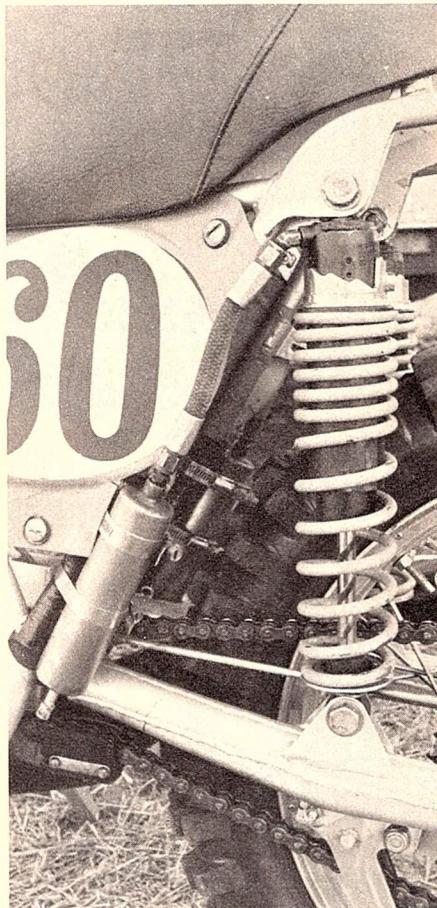
Magnesium Marzocchi forks seem to represent the state of the art. This pair was on Jim Pomeroy's factory Bultaco for the entire Series.



Jim Pomeroy's Bultaco sported gas Bilstein shocks with the heaviest set of springs we've ever seen.

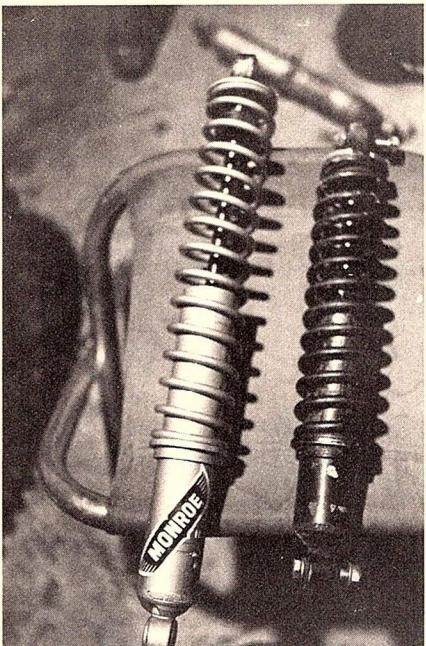


The factory Yamahas of Jim Weinert and Tim Hart sported the air pressure forks by Kayaba that will appear on the 1976 production YZs. The housings on the top of the fork tubes, shown here by mechanic Ed Schiedler, contain diaphragms that provide progressive air spring pressure. No, they're not the tach and the speedometer.



An array of gas pressure shocks with remote accumulators, like these Cerianis on John Savitski's 250 Bultaco, kept the hose clamp industry going for another year.

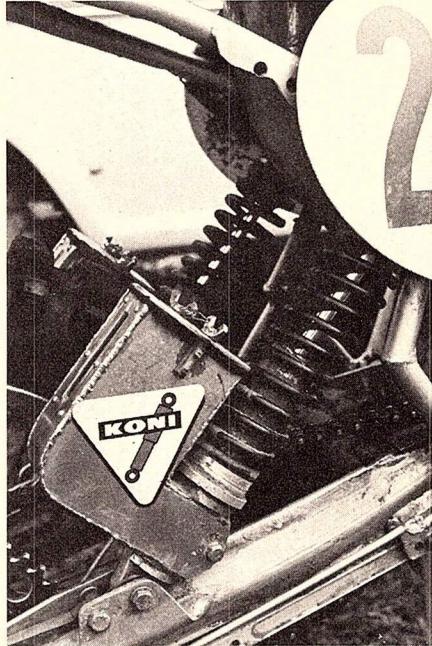
MACHINERY



This is the Monroe-S&W Freon-cell shock used on Gaylon Mosier's Wheelsmith Maico, shown next to a standard S&W shock. The Freon-cell design virtually eliminates the aeration and oil foaming which cause fade and control lag.



Don Jones, mentor of the Jones-Islo motocross team, explains the theory behind his special shock springs. The wind is straight but the spring wire is ground to a taper to produce a true progressive spring. Jones says that with his trick spring, a shock requires no down damping.



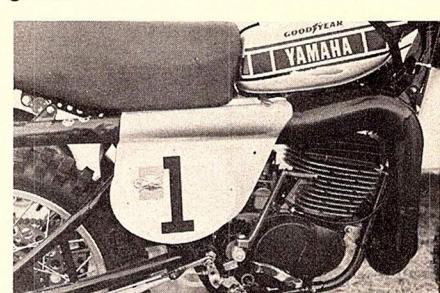
Jim West designed these special shocks for his factory Maico. They're standard aluminum Konis with a special housing built around the shock body. Just before a race the housing is packed with nature's most abundant cooling substance: ice. West said they worked great.



Jim Weinert likes his handlebars way back.



The factory Suzukis seemed to be the best of the breed. Although they weren't the most powerful, handling and reliability put them a wheelie ahead of the competition. Subtle tricks, like grooving knobs, kept the mechanics from getting bored. Mechanic Keith McCarty, shown here with the groove tool, told us each rider preferred a different pattern of grooves. Groovy.



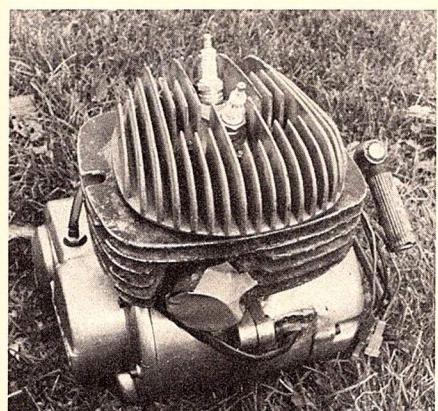
Five years ago the first Yamaha motocrosser, the AT-1, had a pipe that looked just like this. They've come a long way.



Brad Lackey's Husqvarna sported these precision machined aluminum triple clamps. They're much stronger and lighter than the stock steel items.

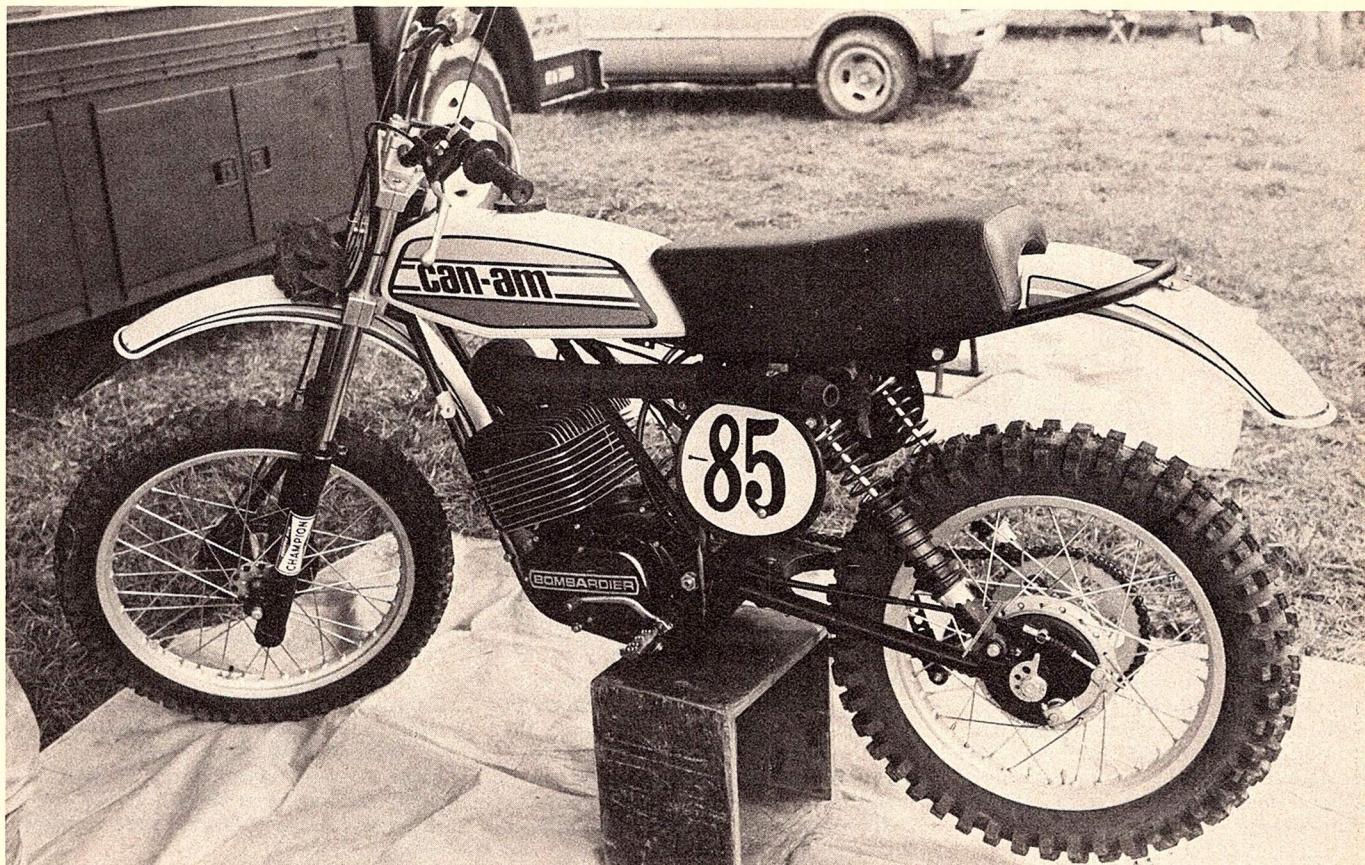
Continued

MOTOCROSS/APRIL 1976 57



This grand prix Bultaco engine used by Ron Pomeroy has an old-style cylinder head and four exhaust ports.

TRANS-AMA MACHINERY



Buck Murphy's Can-Am 250: Still without an open class machine, Bombardier had to settle for a support

class win with their tried and true 250. Marzocchi front forks and S&W shocks contain the extremely powerful rotary

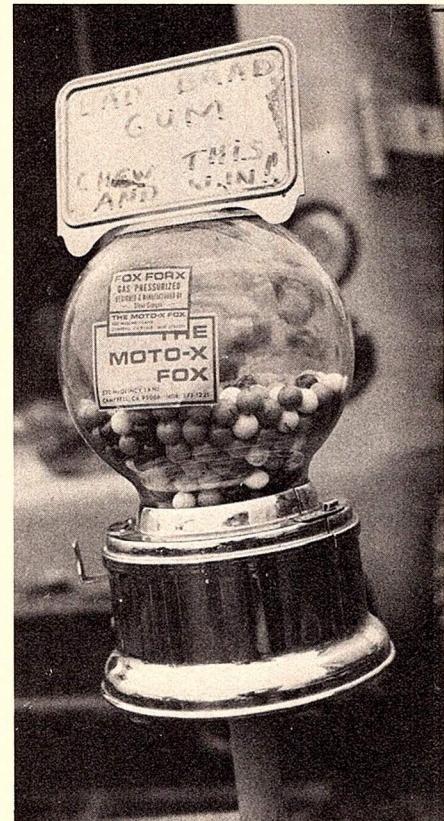
valve engine. Slender exhaust pipe tucks in nicely and is very quiet. This will probably be next year's MX-3.



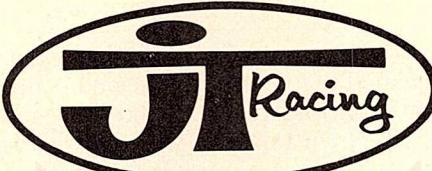
The Jawa-CZ factory pit bike. They've solved the rear suspension problem by eliminating it.



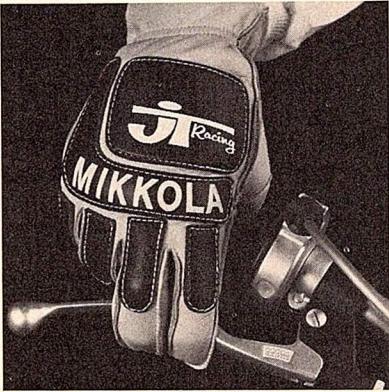
Those plastic baggies on Bernie Thompson's feet may not be very trick, but they sure kept his feet dry while working on Steve Stackable's Maico in the muddy pits of Michigan.



Brad sez you need balls to go fast, and these only cost a penny apiece.



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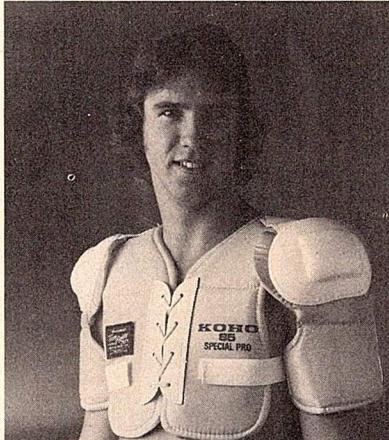
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ON THE MAINJET

Cont'd. from page 16

hold me, gave me a local anesthetic, cleaned the wound and sewed it up. He then told the nurse to have me walk down to X-ray and have some pictures taken, then left the room. I told the nurse I wasn't walking anywhere because I couldn't. She had gotten my message long before the doctor and said she had a wheelchair ready. Thank God for sympathetic nurses.

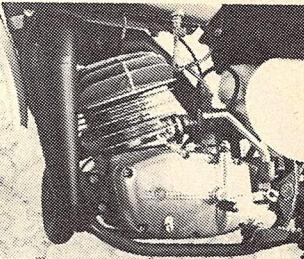
When the X-rays came back I got a glimpse of them before the doctor. My kneecap was shattered in three places and the impact on my knee had caused the bones to break at the ankle joint. When the doctor came back he looked at the X-rays and casually made the statement that, "Gee, now I know why it hurt so much." He said that since he had already sewed up the wound there was no sense in removing the kneecap now, so they would put me in a cast. I asked why the kneecap would have had to be removed, and he said it more than likely wouldn't heal and that I didn't really need it anyway!

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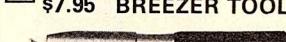
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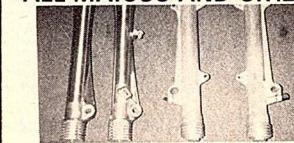


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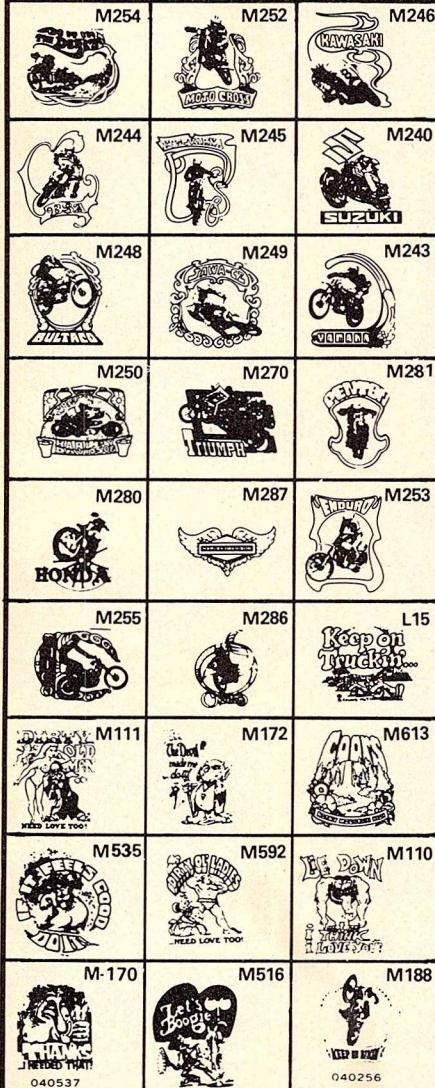
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Time healed my kneecap and ankle, and needless to say I never had use for the services of this doctor again. The guy was an incompetent. Like any other profession, medicine has its share. His attitude toward my racing a motorcycle was definitely causative of the care I received. I had told him at the beginning that I had a high threshold of pain, yet he ignored me and treated me the same as a meatcutter would a piece of lifeless beef. I most definitely believe that my poor treatment was a direct result of my having been injured on a motorcycle — I had incurred the disdain of the doctor and was a second class human being to him.

I had experienced similar situations prior to that (and since), so I now make sure I'm never treated for a *motorcycle* injury. You wouldn't believe the difference in the care you get for falling off a ladder as opposed to falling off a motorcycle. When I was in the emergency room waiting for a plastic surgeon to attend Roger DeCoster after his crash in Livermore (Laurie had passed out after seeing him), I heard the doctor before I saw him.

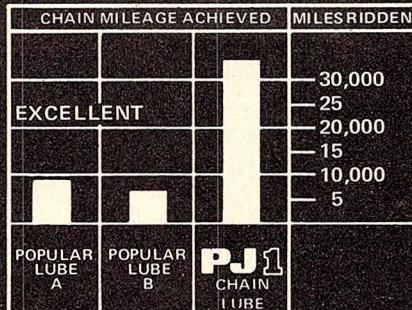
He said, "Where's this motorcyclist I'm supposed to work on?" I knew then that Roger was in trouble. I went to great lengths to explain to this doctor that Roger was a little different in stature than the ordinary motorcyclist and that to *please* do some of his finest work. His attitude changed a little, but he wasn't impressed, and still had a look of disdain in his eye. Luckily he was very competent, despite his feelings about the situation.

I believe this is generally the case, but I'd still suggest a disassociation with the sport under similar circumstances. While the doctors are on strike or retired (as the case may be), I'd like them to think about this situation.

Hopefully, by the time you read this, the doctors' malpractice insurance problem will be resolved in California. But whether it is or not, the difficulty of motorcyclists vs. doctors is likely to go on and on. Perhaps if the medical associations which are sponsoring the strike were to address themselves to the problem of actual malpractice and medical arrogance, as well as to the strain on their pocketbooks, both our problems could be solved.



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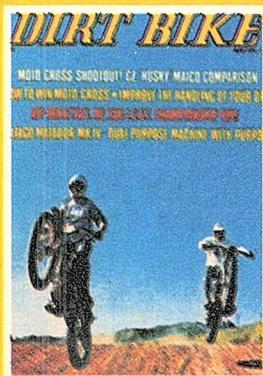
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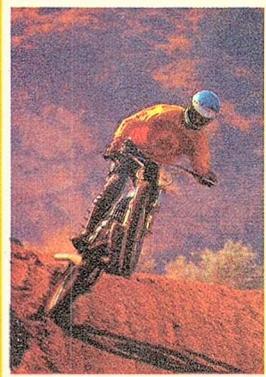
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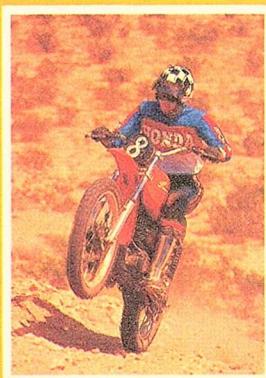


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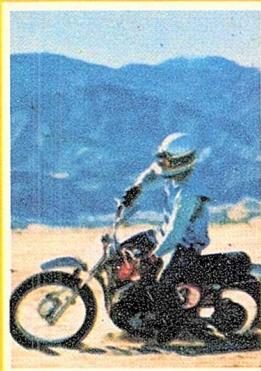


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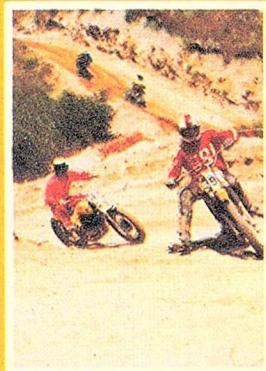


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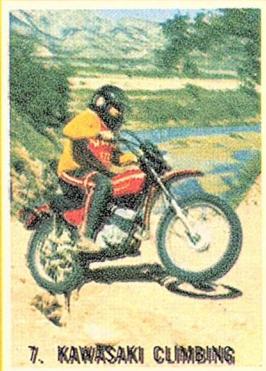


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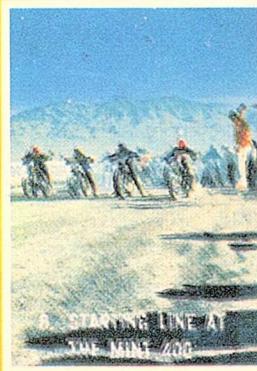


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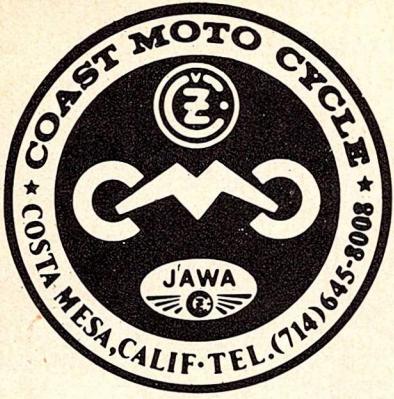
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HUSKY 250CR

Cont'd from page 34

be these outrageously chintzy spoke nipples. Apparently, someone spent Husky's nipple allowance on the real thing.

But then, Husqvarnas aren't built to please mechanics or magazine editors. They are manufactured expressly to please the expert racer. The incredibly broad, silky powerband and perfectly spaced six-speed gearbox can only be appreciated in a crucial drag race across the whoops. The measure of its uncannily precise chassis and suspension is evident only to the artful master caught up in its rhythm. The Husqvarna demands the most from its rider. To give it only a half shot is to defeat the purpose of its creation. A less than 100-percent racer will find this bike difficult to deal with. It will not respond to an unfirm hand or an unfit body. It exists only to please you and to do your bidding, but it is not a forgiving motorcycle. Release your command for an instant and it

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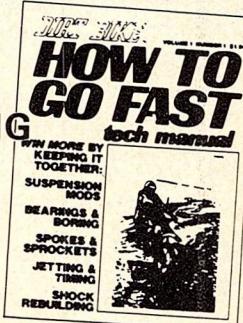
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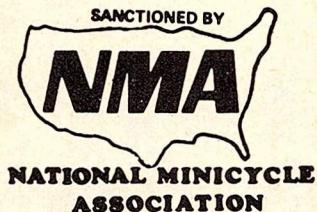
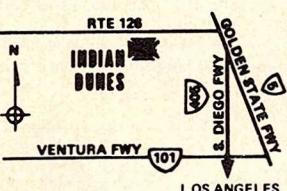
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HUSKY 250CR

Continued

will return quickly to its single design parameter — a straight line course. In the heat of battle or a twisting course, this can be disastrous. He who hesitates gets crunched.

The Husqvarna 250CR for 1976 is a classic racing machine that can handle the full potential of any rider. But rather than be talked or written about, it must be experienced. Only then can you answer the question of, not whether the Husqvarna 250CR is good enough for you, but whether you're good enough for it.

(Ed. Note: Next month MXA will be offering you a comparison between the Husqvarna 250CR and the Honda CR250. We will go into greater detail about the Husky in order to bring it into perspective with the Honda, demonstrating that Sweden and Japan are a world apart in more than geography. If you're thinking of buying a new 250, you won't want to miss this provocative comparison of two machines and two manufacturing philosophies.) ▀



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PUYALLUP

Cont'd. from page 27

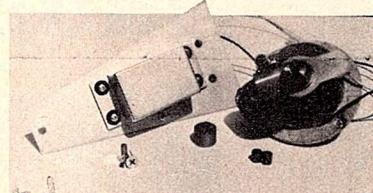
DeCoster went over the jump with one hand tearing at his goggles and one on the bars, surviving somehow but allowing Semics to pull back into a lead that he held until the finish. The kid from Lisbon, Ohio, a miserable racing season finally behind him, pulled into the pits exhausted but smiling; exhilarated at having held off the World Champion despite a loose front motor mount bolt which had made the big Kawasaki vibrate as though it were about to break in half. It was his victory, he'd earned it.

Jim Pomeroy was out with torn knee cartilage when the festivities resumed, leaving the partisan Washington crowd to cheer for anyone who spelled his name in American. Taking advantage of the good vibes, Tony DiStefano quickly took the lead and held it for almost half the moto before Lackey passed him and began building a lead. But Suzuki's Europeans weren't to be denied a second time. Wolsink, in third and fourth for most of the moto, moved past Semics and DiStefano and went after Lackey, while DeCoster began picking off riders a bit further back. With ten minutes to go, Wolsink took the lead after a tight duel with Lackey, and began to pull away. DeCoster quickly moved up to challenge Brad too, but Lackey, determined to beat his friend, picked up the pace and

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held on to take second.

It didn't matter. DeCoster's third and second had given him the overall, and a sure lock on his second Series championship. And not a race too soon.

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If the hometown fans hadn't had much to cheer about during the International motos, local boy Buck Murphy out of Long Branch gave them plenty of excitement during the Support race. After a stuck starting gate had mangled the charge of the fastest reflexes in the class, Murphy grabbed an immediate lead, with Rick Burgett and Jimmy Ellis chasing. Ellis quickly took Burgett and went after his teammate Murphy, setting up one of the closest dices of the Trans-AMA Series. Ellis managed to get past Buck twice, but both times Murphy moved back into the lead, to the accompaniment of pandemonious cheering from the crowd. Mike Kessler finished third, setting up an exciting second moto duel.

Broken shock mounts and Honda's Tommy Croft were the spoilers in moto two. Murphy got the jump at the gate again, was passed by Ellis in the first lap, then regained the lead when his teammate fell. Croft moved into second, with Kessler not far behind, but neither seemed able to challenge the astonishing lead which Murphy had already built. Ellis, up again, was working his way back through the pack at a furious rate. With little more than ten minutes to go until the finish, Murphy's Can-Am lost both left shock mounts, and the local favorite was forced to try and hold off Kessler's charge with a monoshock Can-Am. Murphy worked hard, riding far harder than seemed safe under the circumstances, but Kessler, Croft and Ellis managed to get by before the end of the moto, dropping Murphy into third place. He was crushed. Mike Kessler's victory gave him the overall, his first of the Series and a well deserved one.

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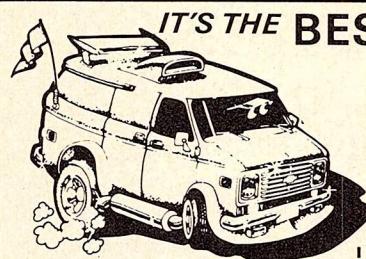
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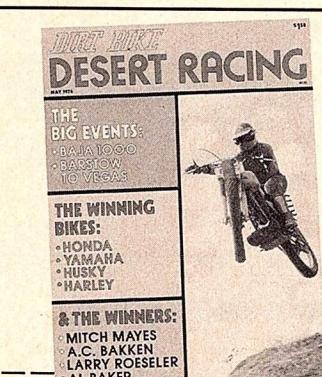
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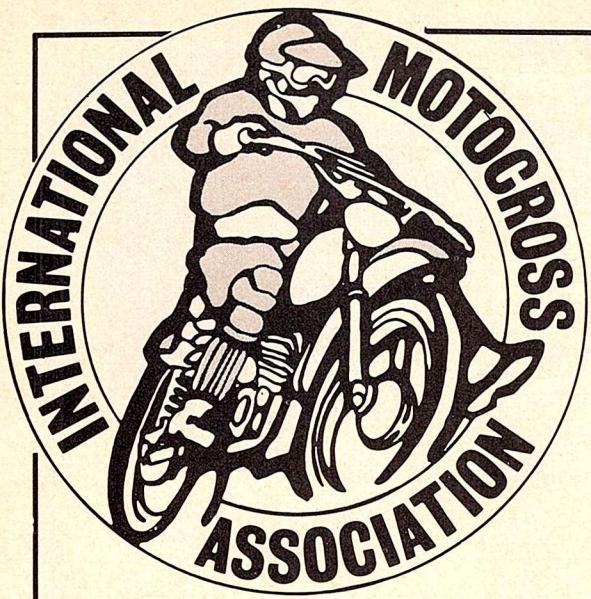
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LIVERMORE

Cont'd. from page 47

everyone after he finally manages to kick a stuck transmission out of third gear.

Roger DeCoster finally manages to take everyone's mind off their troubles, though. Determined to make up for the broken plug wire which made him a no-show in the first moto, DeCoster is carving fast through lapees after DiStefano's retreating Suzuki. The World Champion is gaining rapidly on his American teammate, and it's obviously only a matter of time till he takes the win.

But approaching the big fifth-gear jump in front of the mechanics' area he is presented with a problem. Two lapped riders are between him and DiStefano, and they've already taken the good lines over the jump. Rather than shut off, DeCoster takes the unused far left line at full speed, sailing far off the jump and landing on the front wheel. At that moment, the Suzuki's triple clamps snap, and DeCoster goes straight into the ground, sliding some 30 yards down the track on his face.

A collective woosh, a sort of sigh, goes up from the crowd. Is DeCoster . . . but the Champion is on his feet, staggering off the course as his concerned teammate Wolsink rides by. DeCoster is through for the Series, his face severely lacerated by the scraping slide down the track. But it is a tribute to the man's conditioning that he is even alive.

Few notice as Wolsink goes after and almost gets DiStefano, who has become the first American to ever win two Trans-AMAs in one year. And not many are watching as Jimmy Ellis wins the second Support moto and another overall in the near dark that descends on the course with the sun already over the hills in the west. Then it's over, and everyone can drive the winding hill roads home . . . talking about DeCoster's near miss and the craziness which causes someone to roll a lethal weapon down into a crowd of several thousand people.

"Why would someone do a thing like that?" asks no one in particular or no one in particular.

"Who knows?" is the only answer.

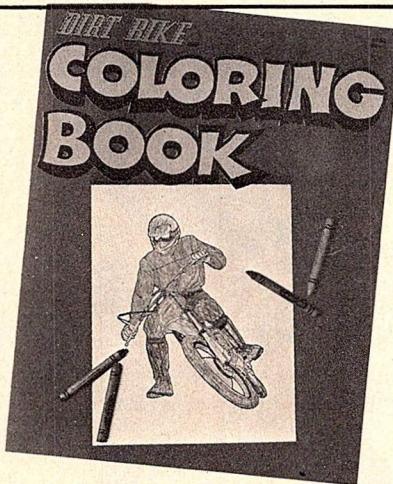
And back in the hills, or maybe already in jail, something giggles. □

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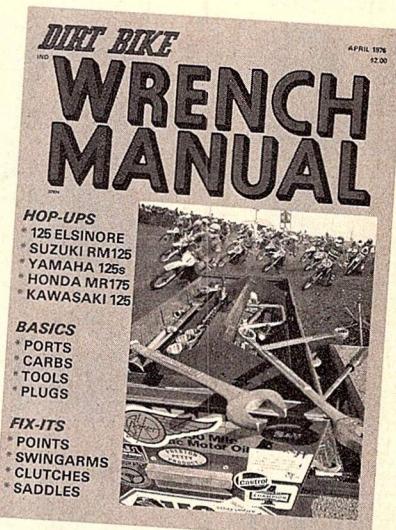
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SADDLEBACK

Cont'd. from page 54

appearance of the year, got by Stackable, but then his brakes went out and he had to retire. Soon Semics and DiStefano had moved into the second and third spots, pushing hard at the leading Maico.

Stackable seemed to be holding onto his lead through sheer willpower. Smooth in the early going, he appeared to lose his rhythm as the race-prepared Saddleback topsoil was pushed aside to reveal the rock-hard normality underneath. At times Stackable seemed to be keeping his bike on the track through the exercise of simple strength and determination. He succeeded in holding off the charges of the others for several laps, but five minutes from the end, first DiStefano, then Semics, got by. Semics went on to briefly challenge DiStefano, but a broken rear pipe bracket only a few laps from the finish slowed his charge, dropping him back into sixth behind Smith, Stackable, Wolsink and Lackey.

Eierstedt grabbed the holeshot in Support moto two, and spent the rest of the race building an almost insurmountable lead — and perhaps saving his job. First moto winner Boyer finished fourth for a creditable third overall behind Honda's Tommy Croft. Eierstedt's victory moved him into third place in the final Trans-AMA standings, which wasn't bad considering the bad luck which had dogged him through most of the Series.

It was Gary Semics' turn to play hare to a pack of hounds during the second International moto. Semics grabbed the lead out of the gate, followed closely by Stackable, DiStefano, Lackey, Howerton and Smith. Marty soon fell while trying to set a new distance record on the uphill jump leading to Banzai Hill, then fell again soon after. After riding groggily for a lap or two, the cobwebs cleared and he began moving again, finishing a creditable 13th.

Halfway through the moto, DiStefano moved past Semics into the lead. Lackey was running in third, with Stackable fourth and Wolsink fifth, but a loose pipe eventually slowed up Stackable's Maico enough for the Dutchman to

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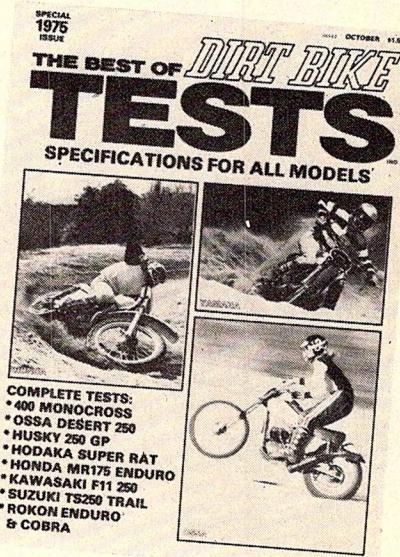
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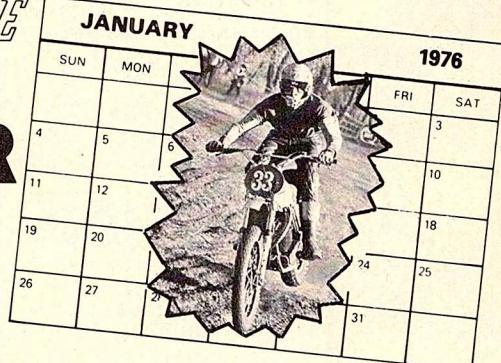


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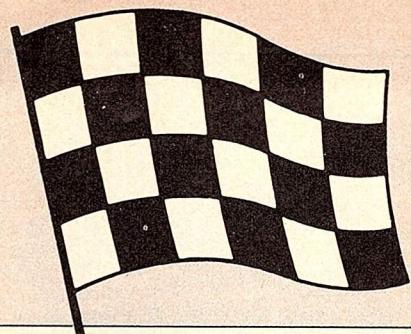
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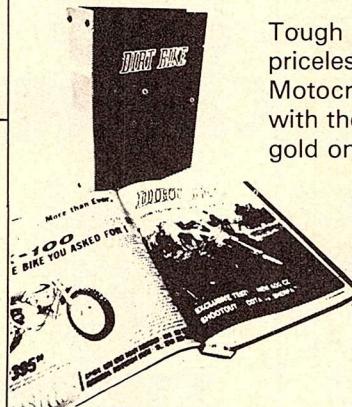
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SADDLEBACK

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get by. They finished that way, in a race that was tighter than it at times appeared, a four-way tie for second overall having to be broken by finishing position in the second moto.

Tony DiStefano's win, his third of the Series and second straight, was an impressive one, especially in the first moto when he had to overcome a bad start, loose motor mounts and vision problems which resulted from using up his tear-offs too soon. The kid from Morrisville, Pennsylvania, finished only 40 points out of second place, and his secure third was the highest placing ever recorded by an American in the Series.

Tony's performance, along with those of the other young Americans who rode so well during the Series, gave promise of Trans-AMAs to come when the concept of European versus American would be more than a formality. Unfortunately, considering the low attendance, small purses and lack of foreign riders which marked the Series in 1975, that promise may have come too late.

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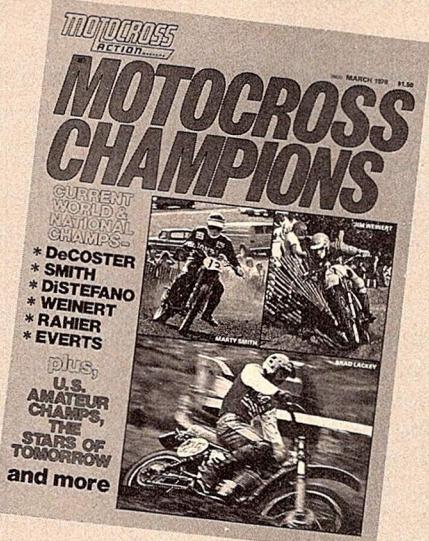
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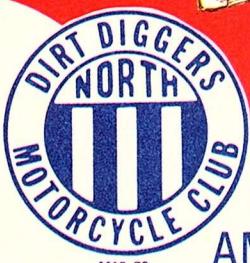
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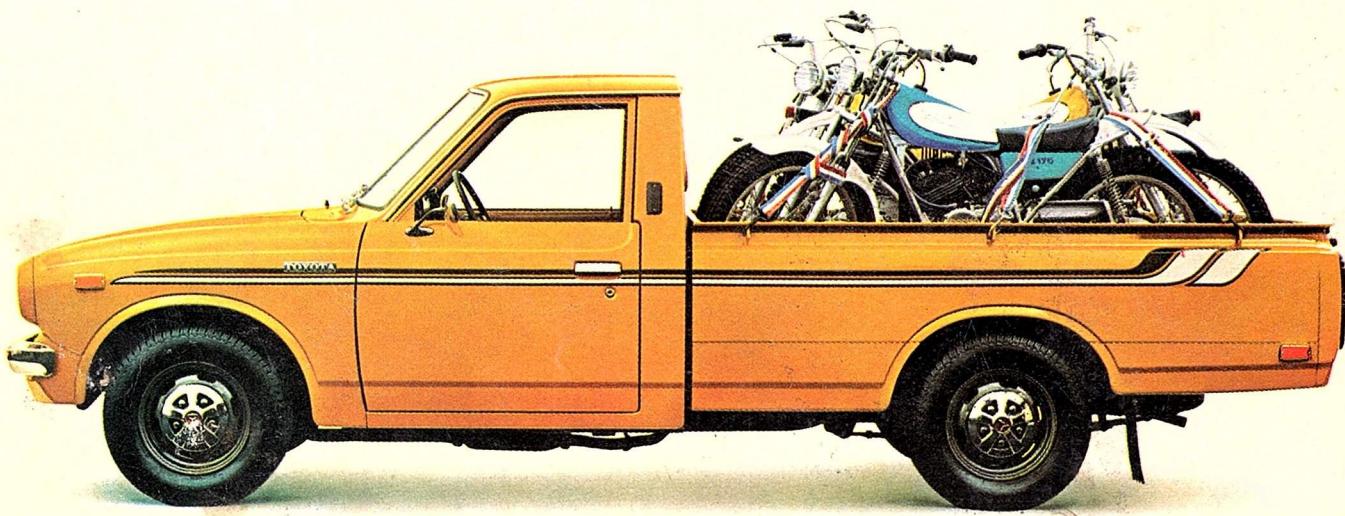
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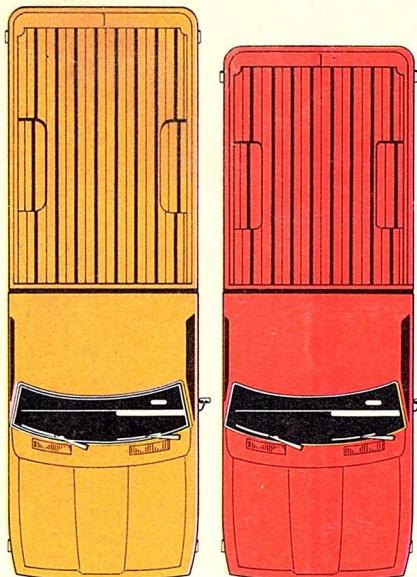
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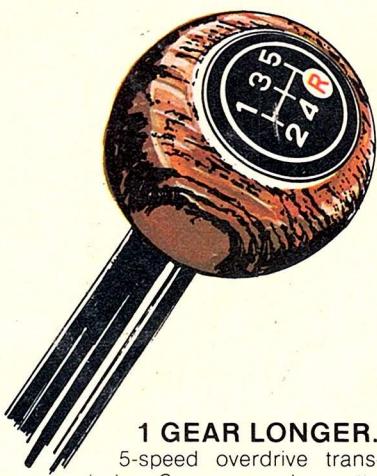


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